



National Transportation Safety Board Aviation Accident Final Report

Location:	EAGLE PASS, TX	Accident Number:	FTW86LA099
Date & Time:	06/02/1986, 1630 CDT	Registration:	N6079G
Aircraft:	CESSNA 150K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT FAILED TO TAKE APPROPRIATE STEPS TO PREVENT WATER FROM ENTERING THE MAGNETOS WHILE WASHING THE AIRCRAFT. AS A RESULT THE WATER CAUSED THE MAGNETOS TO CUT OUT AND IN TURN CAUSED THE ENGINE FAILURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CLIMB

Findings

1. (F) ENGINE ASSEMBLY - FAILURE, TOTAL
2. (C) IGNITION SYSTEM, MAGNETO - SHORTED
3. (C) PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/17/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6610 hours (Total, all aircraft), 515 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6079G
Model/Series:	150K 150K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15071579
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	06/02/1986, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5806 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	MARVIN CHARLTON	Rated Power:	100 hp
Operator:	MARVIN CHARLTON	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DRT, 999 ft msl	Distance from Accident Site:	55 Nautical Miles
Observation Time:	1600 CDT	Direction from Accident Site:	340°
Lowest Cloud Condition:	Scattered / 1300 ft agl	Visibility	8 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 19° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1620 CDT	Type of Airspace:	Class G

Airport Information

Airport:	EAGLE PASS (EGP)	Runway Surface Type:	Dirt
Airport Elevation:	805 ft	Runway Surface Condition:	Rough
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3100 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	S STRAND	Report Date:	
Additional Participating Persons:	GARY D LAPINSKY; SAN ANTONIO, TX		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).