



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	SO.CHARLESTON, WV	<b>Accident Number:</b>	ATL85LA002
<b>Date &amp; Time:</b>	10/03/1984, 1715 EDT	<b>Registration:</b>	N10931
<b>Aircraft:</b>	CESSNA 150L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

---

## Analysis

SHORTLY AFTER TAKEOFF WHILE ON THE BASE LEG AT 900 FT AGL, THE ENGINE QUIT. PLT STATED ATTEMPTS TO RESTART THE ENGINE FAILED. DURING THE FORCED LANDING APCH THE ACFT COLLIDED WITH TREES AND A HIGH TENSION WIRE. THE ACFT SPUN AROUND 180 DEG AND CAME TO REST ON A LUMBER PILE IN A RESIDENTIAL YARD. THE PLT STATED FUEL WAS DRAINED FROM THE FUEL TANK SUMPS BEFORE TAKEOFF. EXAMINATION OF THE ENGINE REVEALED THE FUEL STRAINER WAS 1/2 FULL OF WATER.

## 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(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

### Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) FLUID,FUEL - CONTAMINATION
3. (F) FLUID,FUEL - WATER

-----

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

4. OBJECT - TREE(S)
5. OBJECT - WIRE, TRANSMISSION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	02/02/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5823 hours (Total, all aircraft), 222 hours (Total, this make and model), 5748 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N10931
<b>Model/Series:</b>	150L 150L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	150L
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/30/1983, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	50 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3263 Hours	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	DAN S. PETERSON	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	DAN S. PETERSON	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CRW, 982 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1650 EDT	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 8° C
Precipitation and Obscuration:			
Departure Point:	SO.CHARLESTON, WV	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1705 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	MALLONY	Runway Surface Type:	Grass/turf
Airport Elevation:	600 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing; Straight-in

## 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):	DENNIS D HENDERSON	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).