



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	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

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

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	DAN S. PETERSON	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CRW, 982 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 210°
<b>Temperature:</b>	21 °C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SO.CHARLESTON, WV	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	MALLONY	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): DENNIS D HENDERSON

Adopted 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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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.