



National Transportation Safety Board Aviation Accident Factual Report

Location:	Boulder City, NV	Accident Number:	LAX01LA231
Date & Time:	07/01/2001, 0705 PDT	Registration:	N737SH
Aircraft:	Cessna 172N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Personal

On July 1, 2001, at 0705 Pacific daylight time a Cessna 172N single engine airplane, N737SH, nosed over during a forced landing near Boulder City, Nevada. The forced landing was precipitated by a loss of engine power during cruise flight. The private pilot and three passengers were not injured, and the airplane sustained substantial damage. The airplane was registered to a private individual and was operated by Westair Aviation, North Las Vegas, Nevada, under the provisions of 14 CFR Part 91. The personal flight departed Boulder City at 0655, and was destined for North Las Vegas. Visual meteorological conditions prevailed, and a flight plan was not filed.

According to a Federal Aviation Administration (FAA) inspector who responded to the accident site, during the pilot's preflight he had visually estimated 15 gallons of fuel in each tank prior to departure from North Las Vegas earlier that day. A substantial amount of fuel was observed at the accident site. The inspector also stated that the airplane had made a forced landing due to a loss of engine power at Jean, Nevada, on June 29, 2001.

The airplane sustained structural damage to its wings and empennage. The Lycoming O-320-H2AD engine (serial number L-5102-76T) had accumulated 302.2 total hours since its last overhaul.

The airplane was relocated to the facilities of Air Transport, Phoenix, Arizona, where on July 24, 2001, an FAA inspector, along with an investigator from Textron Lycoming, examined the engine. The engine remained attached to the airframe at the engine mount, and appeared relatively undamaged. The top spark plugs were removed, examined, and compared to the Champion Check-A-Plug A-27 chart. The spark plug electrodes were mechanically undamaged and exhibited coloration consistent with normal operation. Thumb compression was confirmed in the proper firing order when the propeller was rotated manually. The dual magneto was found secured to its mounting pad with the distributor cap and wires in place. Both "P" leads were secure in their respective ports. A magneto synchronizer was attached at the magneto "P" leads to check the magneto to engine timing. The magneto timing check indicated the left and right points were not opening. The magneto distributor cap was removed to provide a visual examination of the contact assemblies. During manual rotation of the

propeller, the points were examined and found not to be opening as the magneto cam rotated.

The magneto (part number D4RN-3000, serial number 1268803G) was removed from the engine and was taken to Homes Aviation, Chandler, Arizona, for further examination. It was confirmed that the points would not open during cam rotation. It was also placed on a test bench and no sparks were noted through the ignition harness. The facility then reset the contacts and timing and retested the magneto. The magneto was found operationally functional after the contact and timing work.

A review of the maintenance records revealed the engine underwent its last 100-hour inspection on June 28, 2001, at an airplane total time of 7,270.5 hours, and 299.1 hours since the engine overhaul. The inspection occurred 3 operating hours prior to the accident. On June 30, 2001, a maintenance entry indicates the magneto internal timing was reset in accordance with the manufacturer's maintenance manual. The airplane and engine total time was not indicated with this maintenance action. At the time of the accident, the airplane had accumulated a total time of 7,273.6 hours.

Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/02/1999
Occupational Pilot:		Last Flight Review or Equivalent:	09/07/2000
Flight Time:	92 hours (Total, all aircraft), 10 hours (Total, this make and model), 39 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N737SH
Model/Series:	172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172-69636
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	06/28/2001, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	3.1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7273.6 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-H2AD
Registered Owner:	Henry Schlesinger	Rated Power:	150 hp
Operator:	Westair Aviation	Operating Certificate(s) Held:	None
Operator Does Business As:	Westair Aviation	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KLAS, 2205 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	0656 PDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Few / 10000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	32° C / 4° C
Precipitation and Obscuration:			
Departure Point:	Boulder City, NV (61B)	Type of Flight Plan Filed:	None
Destination:	North Las Vegas, NV (VGT)	Type of Clearance:	None
Departure Time:	0655 PDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	36.033333, -114.933333

Administrative Information

Investigator In Charge (IIC):	George E Petterson
Additional Participating Persons:	Tom McWorter; Federal Aviation Administration; Las Vegas, NV Mark W Platt; Textron Lycoming; Van Nuys, CA
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/ .