



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Twentynine Palm, CA	<b>Accident Number:</b>	LAX03LA044
<b>Date &amp; Time:</b>	12/02/2002, 1930 PST	<b>Registration:</b>	N50346
<b>Aircraft:</b>	Cessna 150H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

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

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On December 2, 2002, at 1930 Pacific standard time, a Cessna 150H, N50346, experienced a loss of engine power and collided with terrain during a forced landing near Twentynine Palms, California. A private individual was operating the airplane under the provisions of 14 CFR Part 91. Neither the certified flight instructor (CFI) nor the student pilot was injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed, and a flight plan had not been filed. The local instructional flight originated at Twentynine Palms Airport about 1900.

In a written statement, the CFI stated that the purpose of the flight was for the student pilot to perform practice touch-and-go takeoffs and landings on runway 26. After completing two uneventful landings, the student pilot input full throttle and began the third takeoff. Over halfway down the runway, about 75 feet above ground level, the student told the CFI that he did not think the engine was developing full power. The CFI took over the controls and confirmed the partial power condition. He attempted to maintain altitude by pitching for best rate of climb, and began a shallow turn to the left in an effort to avoid power lines that he knew were in close proximity.

As he realized that the airplane was not able to sustain lift, the CFI configured the airplane for a soft field landing. With the airplane approaching an airport fence, the CFI touched down. The nose landing gear impacted a bush and the airplane nosed over.

Temperatures were obtained from MCAS Twentynine Palms, located 14 miles west-northwest from the Twentynine Palms Airport. At 1855, the temperature was 52 degrees Fahrenheit and the dew point was 32 degrees Fahrenheit. At 2000, the temperature was 48 degrees Fahrenheit and the dew point was 32 degrees Fahrenheit. The temperatures were applied to an industry Carburetor Icing Probability Chart, and both recorded temperatures were within the "serious icing at glide power" portion of the chart.

## Flight Instructor Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	46, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Glider; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/05/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/04/2001
<b>Flight Time:</b>	2383 hours (Total, all aircraft), 133 hours (Total, this make and model), 2271 hours (Pilot In Command, all aircraft), 143 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Student Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<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>	11/08/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N50346
<b>Model/Series:</b>	150H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	15069243
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	10/01/2002, Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	24 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5800 Hours as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	J.L Karr Inc	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	Karl Hoyer	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	KNXP, 2055 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	1855 PST	<b>Direction from Accident Site:</b>	315°
<b>Lowest Cloud Condition:</b>	Few / 4000 ft agl	<b>Visibility</b>	7 Miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	290°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	11° C / 0° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Twentynine Palm, CA (TNP)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	(TNP)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	1900 PST	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Twentynine Palms Airport (TNP)	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1887 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	26	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5531 ft / 75 ft	<b>VFR Approach/Landing:</b>	Forced Landing; Touch and Go

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	34.132222, -115.945833

## Administrative Information

<b>Investigator In Charge (IIC):</b>	GEORGE E PETERSON
<b>Additional Participating Persons:</b>	Ron Gonzales; Federal Aviation Administration; Riverside, CA
<b>Investigation Docket:</b>	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> .