



National Transportation Safety Board Aviation Accident Final Report

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

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The airplane experienced a loss of engine power in the takeoff initial climb and impacted terrain during a forced landing. After completing two uneventful landings, the student pilot input full throttle and began the third takeoff of the day. 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 that the partial power condition. While attempting a soft field landing, the nose landing gear impacted a bush and the airplane nosed over. Temperatures were obtained from a weather reporting station located 14 miles west-northwest of the 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 and dew points were applied to an industry standard Carburetor Icing Probability Chart, and both were within the "serious icing at glide power" portion of the chart.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The improper use of carburetor heat, and the instructor's inadequate supervision which resulted in a loss of engine power due to carburetor icing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. LIGHT CONDITION - NIGHT
 2. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. (C) CARBURETOR HEAT - IMPROPER USE OF - FLIGHTCREW
 4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

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

Certificate:	Airline Transport; Flight Instructor	Age:	46, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Glider; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/05/2001
Occupational Pilot:		Last Flight Review or Equivalent:	09/04/2001
Flight Time:	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

Certificate:	Student	Age:	, Male
Airplane Rating(s):	None	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 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	11/08/2001
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.132222, -115.945833

Administrative Information

Investigator In Charge (IIC): GEORGE E PETERSON **Report Date:** 12/28/2004

Additional Participating Persons: Ron Gonzales; Federal Aviation Administration; Riverside, CA

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.ntsbt.gov/pubdms/>.

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