



National Transportation Safety Board Aviation Accident Factual Report

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| Location: | Miami, FL | Accident Number: | MIA07LA055 |
| Date & Time: | 03/02/2007, 1835 EST | Registration: | N682RA |
| Aircraft: | Cessna 150G | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor |

Flight Conducted Under: Part 91: General Aviation - Instructional

On March 2, 2007, about 1835 eastern standard time, a Cessna 150G, N682RA, registered to a private individual, operated by Dean International, Inc., collided with a powerline then the ground during a forced landing following loss of engine power, near Miami, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 Code of Federal Regulations Part 91 instructional, local flight from Kendall-Tamiami Executive Airport (KTMB), Miami, Florida. The airplane was substantially damaged and the certified flight instructor (CFI) and student pilot sustained minor injuries. The flight originated about 1730, from Kendall-Tamiami Executive Airport.

The CFI stated that after departure while performing maneuvers, the engine experienced "...some short lived vibrations" which he attributed to carbon fouling of the spark plugs. The flight proceeded to the Homestead General Airport where an uneventful precautionary landing was performed. While on the ground, he performed an engine run-up and noticed the left magneto was operating "rough" and the right magneto was "fine", but everything else was "...fine..." He then operated the engine to a high rpm with the fuel/air ratio leaned. He then checked the left magneto drop and reported it was within "tolerances of 150 rpm." The owner of the flight school later reported the CFI did not contact them to obtain assistance following the precautionary landing. The CFI further stated that at that time in his opinion, the aircraft was operating normally and he elected to depart to return to KTMB. During climbout with him at the controls, the engine was operating at full rpm and during a shallow climb out when the flight was approximately 6-7 miles from the destination airport, the engine vibrations began and the rpm fluctuated 200 rpm, decreased to 2,000 rpm, then further decreased and remained at 300-400 rpm. He maneuvered the airplane towards a grass airstrip that he knew about, but because of the low light and visibility restriction, he flew past the airstrip. Due to the low altitude, he elected to land in a field perpendicular to the airstrip. While approaching the field, the airplane collided with powerlines then the ground, and nosed over.

Examination of the engine following recovery was performed with FAA oversight. The examination revealed impact damage precluded operational testing of the engine. The fuel system was checked with no reported discrepancies. Examination of all spark plugs revealed all tested acceptable, with slight oil fouling caused by being inverted. Both magnetos were removed from the engine, and bench tested also with FAA oversight. The left magneto was

noted to operate intermittently while on the test bench, and the right magneto was found to operate normally on the test bench. Disassembly of the left magneto revealed the point cam was worn, and the points exhibited erosion. Additionally, the coil tested out of limits. The condenser tested within specification.

Flight Instructor Information

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| Certificate: | Flight Instructor; Commercial | Age: | 25, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Single-engine; Instrument Airplane | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Without Waivers/Limitations | Last FAA Medical Exam: | 11/01/2006 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 03/01/2006 |
| Flight Time: | 1100 hours (Total, all aircraft), 66 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 128 hours (Last 90 days, all aircraft), 38 hours (Last 30 days, all aircraft) | | |

Student Pilot Information

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|----------------------------------|-------------------------------------|--|------------|
| Certificate: | None | Age: | 27, Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Class 1 Without Waivers/Limitations | Last FAA Medical Exam: | 01/01/2007 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------|--------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N682RA |
| Model/Series: | 150G | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Utility | Serial Number: | 15067007 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 1550 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-200-A |
| Registered Owner: | David A. Clark | Rated Power: | 100 hp |
| Operator: | Dean International, Inc. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Dusk |
| Observation Facility, Elevation: | KTMB, 8 ft msl | Distance from Accident Site: | |
| Observation Time: | 1853 EST | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 6 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 160° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.87 inches Hg | Temperature/Dew Point: | 26 °C / 21 °C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Homestead, FL (X51) | Type of Flight Plan Filed: | None |
| Destination: | (KTMB) | Type of Clearance: | None |
| Departure Time: | 1830 EST | Type of Airspace: | |

Wreckage and Impact Information

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| Crew Injuries: | 2 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 25.621111, -80.485833 |

Administrative Information

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| Investigator In Charge (IIC): | Timothy W Monville |
| Additional Participating Persons: | Peggy Barrett; FAA Flights Standards District Office; Miami, FL Carlos Montenegro; FAA Flight Standards District Office; Miami, FL |
| 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/ . |