



National Transportation Safety Board Aviation Accident Final Report

Location:	Auxvasse, MO	Accident Number:	CEN09CA092
Date & Time:	12/05/2008, 1400 CST	Registration:	N1521Q
Aircraft:	CESSNA 150	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The pilot departed the local airport with intent of practicing traffic pattern work and basic flight maneuvers. After 3 touch and go maneuvers, the pilot departed the traffic pattern and flew the airplane to the designated practice area. After performing a couple 360-degree turns and slow flight, the pilot attempted a power-off stall. In order to prepare for the power-off stall, the pilot retarded the throttle and applied the carburetor heat. During the recovery of the power-off stall, the pilot "rapidly" applied engine power, closed the carburetor heat, and the engine lost power. The pilot attempted to restart the engine, however, the restart was unsuccessful. The pilot elected to perform an emergency off-airport landing. During the forced landing to a field, the pilot landed the airplane in a downwind direction and was high on the final approach. The pilot stated that he should have slipped the airplane during the approach which would have allowed for "use of more of the chosen field...a longer flare and a lighter touchdown at a lower airspeed." The airplane impact crops and terrain and came to rest on its nose. Examination of the airplane revealed the firewall was buckled. According to a designated pilot examiner, the rapid throttle application can result in engine flooding and subsequent engine failure.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper engine recovery procedures after a power-off stall which resulted in a loss of engine power. Contributing factors were the pilot's improper off-field landing procedures, and the lack of suitable terrain for the forced landing.

Findings

Aircraft	Engine (reciprocating) - Failure
Personnel issues	Incorrect action performance - Pilot (Cause) Planning/preparation - Pilot (Factor)
Environmental issues	Rough terrain - Contributed to outcome (Factor)

Factual Information

History of Flight

Maneuvering	Loss of engine power (total) (Defining event)
Landing	Off-field or emergency landing

Pilot Information

Certificate:	Private	Age:	56, 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 With Waivers/Limitations	Last Medical Exam:	06/06/2008
Occupational Pilot:	No	Last Flight Review or Equivalent:	09/02/2008
Flight Time:	92 hours (Total, all aircraft), 33 hours (Total, this make and model), 53 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N1521Q
Model/Series:	150 L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15072821
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	04/16/2008, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9262 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O200
Registered Owner:	Fulton Flying Service, Inc.	Rated Power:	100
Operator:	David S. Hollabaugh	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	COU	Observation Time:	1354 CST
Distance from Accident Site:	19 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	225°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 20000 ft agl	Temperature/Dew Point:	-1° C / -12° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	10 knots, 220°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Fulton, MO (FTT)	Type of Flight Plan Filed:	None
Destination:	Fulton, MO (FTT)	Type of Clearance:	None
Departure Time:	1310 CST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Adopted Date:	12/24/2008
Additional Participating Persons:	Steven Davis; Federal Aviation Administration; Kansas City, MO		
Publish Date:	12/24/2008		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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