National Transportation Safety Board
Aviation Accident Data Summary

Location:	Auxvasse, MO	**Accident Number:**	CEN09CA092
Date & Time:	12/05/2008, 1400 CST	**Registration:**	N1521Q
Aircraft:	CESSNA 150	**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-degrees 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.

Flight Events

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

Probable Cause

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-Aircraft power plant-Engine (reciprocating)-(general)-Failure
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C
Personnel issues-Task performance-Planning/preparation-(general)-Pilot - F
Environmental issues-Physical environment-Terrain-Rough terrain-Contributed to outcome - F

Pilot Information

Certificate:	Private	**Age:**	56
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	None
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
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	**Engines:**	1 Reciprocating
Operator:	David S. Hollabaugh	**Engine Manufacturer:**	CONTINENTAL
Air Carrier Operating Certificate:	None	**Engine Model/Series:**	O200
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	COU	**Weather Information Source:**	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	**Lowest Ceiling:**	None
Condition of Light:	Day	**Wind Speed/Gusts, Direction:**	10 knots, 220°
Temperature:	-1°C / -12°C	**Visibility**	10 Miles
Precipitation and Obscuration:			
Departure Point:	Fulton, MO (FTT)	**Destination:**	Fulton, MO (FTT)

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

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	**Adopted 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.ntsb.gov/pubdms/.		