



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Everett, WA	<b>Accident Number:</b>	GAA18CA519
<b>Date &amp; Time:</b>	07/21/2018, 1855 PDT	<b>Registration:</b>	N45586
<b>Aircraft:</b>	Cessna 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that, during final approach, the engine sputtered and then lost all power. The airplane landed short of the runway on the threshold, and the nose landing gear collapsed.

The airplane sustained substantial damage to the engine truss and mount.

Postaccident examination by a Federal Aviation Administration inspector revealed no evidence of preaccident mechanical malfunctions or failures that would have precluded normal operation. A photograph provided by the inspector showed no damage to the propeller, which is consistent with the engine not producing power at the time of impact. The inspector reported that fuel was present in the tanks, that the gascolator screen was found clear of debris, and that he suspected carburetor ice was responsible for the loss of engine power.

The airport's automated weather observation station reported that, about the time of the accident, the wind was from 310° at 7 knots, the temperature was 72°F, and the dew point was 48°F. The atmospheric conditions were favorable for serious carburetor icing at descent power setting.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power due to carburetor icing during final approach, which resulted in a hard landing short of the runway and the nose landing gear collapsing.

## Findings

Environmental issues

Conducive to carburetor icing - Effect on operation (Cause)

## Factual Information

### History of Flight

Approach-VFR pattern final	Loss of engine power (total) (Defining event)
Landing	Landing gear collapse

### Pilot Information

Certificate:	Private	Age:	26, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without Waivers/Limitations	Last FAA Medical Exam:	02/01/2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	12/27/2017
Flight Time:	(Estimated) 255 hours (Total, all aircraft), 151 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N45586
Model/Series:	150 M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15076982
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1601 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-200 SERIES
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KPAE, 606 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0153 UTC	Direction from Accident Site:	47°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.18 inches Hg	Temperature/Dew Point:	22° C / 9° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Everett, WA (PAE)	Type of Flight Plan Filed:	VFR
Destination:	Everett, WA (PAE)	Type of Clearance:	None
Departure Time:	1600 PDT	Type of Airspace:	Class D

## Airport Information

Airport:	SNOHOMISH COUNTY (PAINE FLD) (PAE)	Runway Surface Type:	Asphalt
Airport Elevation:	607 ft	Runway Surface Condition:	Dry
Runway Used:	34R	IFR Approach:	None
Runway Length/Width:	3004 ft / 75 ft	VFR Approach/Landing:	Forced Landing

## 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	Latitude, Longitude:	47.906944, -122.281667 (est)

## Administrative Information

Investigator In Charge (IIC):	Eleazar Nepomuceno	Report Date:	03/20/2020
Additional Participating Persons:	Curtis Johnson; FAA; Des Moines, WA		
Publish Date:	03/20/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98193">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98193</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).