



MEMORANDUM for RECORD

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Date: December 6, 2018

Wreckage Examination

Investigation Team: R. Hicks (NTSB/IIC), D. Cox (FAA Coordinator), J. Barclay (Textron Aviation)

NTSB Accident Number: ERA19LA037 – Woodstock, Georgia

HISTORY OF FLIGHT

On November 4, 2018, about 0933 eastern standard time, a Cessna 150E, N3515J, was substantially damaged after a collision with trees and terrain at Air Acres Airport (5GA4), Woodstock, Georgia. The private pilot was fatally injured and a passenger was seriously injured. The airplane was operated by the pilot under the provisions of 14 *Code of Federal Regulations* part 91 as a personal flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight that was originating at the time of the accident.

AIRCRAFT INFORMATION

The all metal, two place, high-wing, single-engine airplane incorporated a fixed tricycle landing gear. The airplane was equipped with a Continental O-200-A, 100-horsepower reciprocating engine, and a McCauley fixed-pitch metal propeller. The airplane was manufactured in 1965 and was purchased by the pilot August, 2007, and later sold to the student pilot in May, 2014.

WRECKAGE EXAMINATION

General:

Note: The wreckage was examined at the accident site by the FAA coordinator. After recovery to 5GA4, the NTSB IIC, FAA coordinator, and Textron investigator examined the wreckage.

The airplane crashed in a thickly wooded area about 750 feet to the north-northwest of the departure end of runway 36. Structural damage occurred to the wings, fuselage, and empennage. The left, main landing gear separated during the impact sequence. All structural components were accounted for with the excep-

tion of the left main gear wheel. There was no fire. Both wing fuel tanks were breached; however, some residual fuel was observed in each tank.

The wreckage was moved to 5GA4 for further examination. The right wing had compression damage from contact with trees inboard of the wing strut and midspan of the leading edge. The left wing had substantial compression damage to the leading edge at midspan. The empennage was fractured forward of the vertical stabilizer. The nose gear was forced up and aft, into the engine cowling from impact forces.

Ruder control cable continuity was established from the rudder pedals to the empennage where the turnbuckles were observed disconnected by recovery personnel. Elevator and aileron control cable continuity was established from the cockpit to the control surfaces. The left wing was removed by recovery personnel. Control cable continuity of the manual wing flaps was established; however, the position at impact could not be established.

The fuel strainer contained automotive gasoline. No contaminants were noted.

The engine was rotated using the cockpit starter control. Suction and compression were observed on each cylinder and internal engine continuity was confirmed. The top spark plug was removed from each cylinder. The electrodes exhibited light wear and normal color when compared to a Champion Check-A-Plug chart. Both magnetos sparked on all leads when rotated.

The propeller remained attached to the engine. One blade exhibited s-bending and chordwise scratching. The other blade was curled forward at the tip. Both blades exhibited rotational impact signatures.