



Memorandum For Record

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Date: August 12, 2021
NTSB Accident Number: ERA21LA297

Following the accident involving N3059X, a Cessna 150F, serial number (SN) 15064459 on July 23, 2021, in Arden, North Carolina, the airplane was transported to Atlanta Air Salvage in Griffin, Georgia and remained secured pending NTSB investigation.

Cursory examination of the airframe and engine was performed of N3059X on August 11, 2021. As first viewed the wings, vertical stabilizer and rudder, horizontal stabilizer and elevators, and engine cowlings were removed and resting on the ground beneath the aft empennage. The airplane was in a nose low/tail high attitude with the lower portion of the engine resting on a thick portion of Styrofoam (Figure 1).

Examination of the propeller revealed one blade was bent aft about 20° with a leading edge gouge at the tip and chordwise paint erosion also at the tip. The other blade was bent aft about 45° at midspan and exhibited slight nicks on the leading edge and scratches on the cambered side of the blade at the blade bend location.

Examination of the cockpit revealed several flight and engine instruments were removed. The throttle and mixture controls were full in and the carburetor heat was extended about 3/8 inch. The ignition switch was in the off position. The airspeed indicator registered 66 mph.

Examination of the engine data plate revealed only the magneto timing specification 24° before top dead center and the SN of 64252-6-A were stamped. By Type Design, the airplane was equipped with a Continental O-200-A engine. The oil filler cap was in-place and the oil dipstick registered less than 2 quarts of oil. The oil filter was tightly secured and was safety wired. There were no fresh oil leaks noted in the engine compartment. Although the position of the airplane precluded draining the carburetor bowl to determine quantity or contaminants, fuel (100 low lead) was present in the fuel strainer with no contaminants noted (the amount was not quantified).

Examination of the carburetor revealed the throttle control lever was in the full forward (or wide-open) position which matched the position of the cockpit control. The throttle control cable was separated from the intact throttle control lever and the rod end attached to the end of the throttle control cable was also intact (Figure 2). Further examination of the throttle control lever revealed there was no spring installed. All ignition leads at the spark plugs were tight and both magnetos were tightly secured to the accessory case with no evidence of slippage. Examination of the Brackett Aero Filters, Inc., part number BA-4106 Rev. A revealed the filter element was in-place with a wire screen aft of the element.



Figure 1: NTSB Digital Photograph. Left Forward Quartering View of the Airplane at the Salvage Facility.



Figure 2: NTSB Digital Photograph. Close-Up View of the carburetor, intact throttle control lever, and separated but intact Throttle Control Cable.