



U.S. Department
of Transportation
**Federal Aviation
Administration**

South Florida Flight Standards District Office 19
2895SW 145th Avenue Suite 120
Miramar, FL 33027

Juan C Garcia - Inspectors Statement – Accident Investigation

NTSB Accident No.: ERA24LA105

ATQA:

Event No.: ASO1920240006

SAS PTRS No.:

Task ID: T-SO19-FY24-0551

Registration: N3747J

Make: Cessna

Model: CE-150-G

Serial Number: 150G5047

Engine: Continental O-200 Series

Engine Model: O-200-A

Engine Serial Number: 24R141

TSMO: 187 Hours

ATT: 5132.93 Hours

When: February 5, 2024

Where: 26° 20'02.95N / 80° 15' 57.62W

What:

Part 91 Operation, Cessna CE-150-G registration number N3747J, serial number 150G5047 rented by two pilots for time building from HDW Florida Helicopter, Inc., DBA XFLIGHT certificated 141 flight school XUSS033M. Pilots mayday rough running engine will probably have to put aircraft down on road. Aircraft landed on Hillsborough Road and Nobhill Road intersection Parkland Florida. No injuries to pilots' aircraft sustain damage both wings and engine due to impact with trees.

PIC Pilot:

James Robert Johnston

[REDACTED]
Lauderhill, FL 33319-4350

Pilot Certificate No. [REDACTED]

First Class Medical Exam Date: [REDACTED]

E-mailed Pilot Statement from Mr. Johnston:

To: Juan Garcia, FAA Safety Investigator

From: Jimmy Johnston, Certificate [REDACTED] Subject: Cessna 150G N3747J

Hello Juan,

This is regarding the forced landing of the Cessna 150G tail number N3474J on February 5th, 2024. You requested I send you this information related to the above, recapping our discussion at the site.

We departed KPMP after getting a weather briefing, preflight, and doing a runup. We did a safety review making it clear to both of us if an emergency were to occur, I would fly the aircraft and Ashley would support with checklists. We had climbed up to 2,000', and when I leveled off I immediately recognized we were not building rpms as I had anticipated. We had just crossed over the line going into the Everglades. We were at 2,100 rpms expecting 2,400 to 2,500 rpm. I did a quick check of configuration and settings, then immediately determined something was not right. The engine was still running smoothly, and I stated to Ashley we were going to head back to Pompano. I made the 180-degree turn, and it felt like we maintained altitude momentarily before the engine began to shake. There was no immediate indication of the engine expiring when we made the turn and started back to KPMP. Rpms began to decrease, and then the engine started to run very rough. I tried to reduce power to see if we could reduce the shaking impact and called KPMP tower with the Mayday. Ashley was getting the emergency checklist, and the aircraft was obviously coming down. I had determined a landing area before the shake of the engine and went directly there when the shaking began with loss of power. I managed the airspeed and flaps to assure we would be above the traffic light crossbar. There were cars on the left and trees on the right, and I maneuvered the aircraft trying to land between them. We had plenty of road ahead of us, and the vehicles were far enough in front of us there would be no problem with them. The engine continued to produce some thrust until we were about 50' off the road, and it just quit. It looked good until just after touchdown, when a small branch caught the tip of the wing and turned us perpendicular to the road. We whipped to the right in a blink of an eye were stopped. It wasn't until after quite a while when you arrived and started working at the site that we put together exactly how the aircraft was turned and the prop center/crankshaft hit the tree head-on. Also, that is when you told me the left wing had dug into the ground and scrapped the wing on the concrete before the aircraft righted itself.

Jimmy Johnston

SIC Pilot:

Ashley Marie Brown

[REDACTED]

Palm City, FL 34990-4123

Pilot Certificate: [REDACTED]

First Class Medical Exam Date: 03/18/2020

E-mailed Pilot Statement from Ms. Brown:

To: Juan Garcia, FAA Safety Investigator From: Ashley Brown, Certificate [REDACTED]

Subject: Cessna 150G N3747J

Good evening, Juan,

This letter is regarding the emergency forced landing of N3747J the Cessna 150G on February 12th, 2024.

Prior to Jimmy and I departing PMP we called FSS to get a thorough WX briefing for our flight. The WX briefer stated that there was some light rain north of PMP and south of PMP but nothing to be concerned about for our route of flight. There was turbulence reported between 5000'- FL20 but he said we may feel turbulence around 5000'. We planned to climb up to 4500' for our flight to 2IS. We did our preflight of the aircraft and our run up in the run up area. Prior to departing runway 33 Jimmy and I established in the event that we did have an emergency occur Jimmy would fly the airplane and I would handle the checklist. After departing runway 33 we climbed out to the NW we were approximately 10nm from KPMP at 2000 FT when we noticed that we were only producing 2100RPM when we should have been producing 2400 to 2500 rpms. Jimmy checked the configuration of the airplane and we instantly realized that something is not right and that's when Jimmy made the decision to turn back to KPMP and I agreed. As we turned towards the airport the aircraft shook but there was no rapid indication that the engine quitting. After that the RPMs started to decrease pretty rapidly and the engine was running really rough. Jimmy called PMP tower with our mayday call. I was getting the emergency checklist out and we were preparing for a forced landing. Jimmy stated that we are going to land on the road ahead of us when we experienced shaking with the loss of power and I agreed. We both were very poised in the airplane and I was ready to assist Jimmy with anything I could to make this process a little less stressful. I remember the traffic being on the opposite side of the road and the side that we landed on was clear without cars in front of us. Jimmy did a great job of managing airspeed and determining when to put the flaps in to make sure that we cleared the traffic light ahead. The engine was still producing some thrust until we were over the traffic light it decided to quit and you can hear popping from the engine. At that point I just remember hitting the ground, getting jolted sideways and the airplane was on the side of the road. We both made sure we were okay and got out of the aircraft immediately. After some time passed we realized that our right wing hit the tree which is what turned us sideways.

Ashley Marie Brown

Examination of the aircraft and maintenance issue:

Aircraft sustain damage to both wing tips, right wing tip and outer leading edge impacted tress and left-wing tip and outer leading edge impacted ground and sidewalk. Propeller and engine cowling sustained damage from impacting a tree. Right wing sustain major damage to wing spar with upward indication of wing skin folding rear wing section at wing attachment to fuselage area.

Inspection of engine found approximate 6-inch hole in engine case top side adjacent to cylinder number two. Internal damage found number two cylinder connecting rod separated from engine crank shaft. Metal fragmentation pieces found outside engine and inside engine. Engine mount tubular structure bent in multiple sections.

Pilot stated they climbed up to 2000 feet and when he immediately recognized they were not building rpms, at 2100 rpms expecting 2400 to 2500 rpm. Pilot stated engine was still running smoothly, and they decided to return to Pompano, they made the 180°-degree turn, the engine began to shake. Rpms began to decrease, and then the engine started to run very rough. Pilot determined a landing area before the shake of the engine and went directly their engine shaking with loss of power. Cars on the left and trees on the right, and pilot maneuvered the aircraft trying to land between them. Pilot stated the engine continued to produce some thrust until we were about 50 feet off the road, and it just quit. Pilot stated just after touchdown, a small branch caught the tip of the wing and turned aircraft to right impacting tress coming to a stop.



Juan C Garcia
Aviation Safety Inspector /FAA IIC