



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

September 4-5, 2018

ON SCENE OBSERVATIONS

WPR18FA249

This document contains 12 embedded photos.

A. ACCIDENT

Location: Pacoima, California
Date: September 3, 2018
Aircraft: Cessna 150L, Registration N10789, Serial #15075041
NTSB IIC: Samantha Link

B. EXAMINATION PARTICIPANTS:

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C. SUMMARY

An on scene examination of the airframe and engine was conducted on September 4-5, 2018. No anomalies were noted during the examination. A total equaling less than one gallon of fuel was removed from the airplane.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site Overview

The first identified point of impact was the edge of a building roof which exhibited downward crush damage. The airplane impacted the ground below the roofline and it came to rest upside down. The debris path was mostly contained within this area. The spinner was crushed flat and the propeller assembly along with a small portion of crankshaft was found fracture separated. The two propeller blades were mostly flat, one had minor aft bending at blade tip, however, both remained secured at the hub. The engine was pushed upward and back; the top of the engine was embedded into the firewall. The #4 cylinder was found separated from the engine and came to rest below the engine. In addition, the oil filter, journal bearings, and fragments of cylinder and crankcase were noted in the area immediately below the engine. The wings remained attached at the fuselage. The left-wing leading edge was crushed aft to the wing spar throughout its entire span. An impact mark that exhibited chevron marks was observed on the pavement; the mark was consistent with the damage to the left wing's leading edge. The flap

was observed in the up position. The aft fuselage was completely separated aft of the cabin and came to rest upright. A crack was noted along the bottom center of the lower fuselage and oil was noted along the underside. The empennage was mostly intact and exhibited some crush damage. The right wing was still secured to the airframe. The outboard leading edge was crushed aft to the wing spar. The right main landing gear was fracture separated at the landing gear bulkhead. The left main landing gear and nose wheel remained attached. A coating of oil was noted on the nose landing gear. The cabin area remained intact, however, the instrument panel was crushed back into the cabin area. Oil was noted along the underside of the cabin area.

1.1 Accident Site Photos



Figure 1: Front of Airplane

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Figure 2: Left Wing Leading Edge



Figure 3: Left Side of Airplane



Figure 4: Empennage and Building Roof



Figure 5: Right Side of Airplane

2.0 Airframe Examination

- Control continuity was established throughout the airframe
 - The elevator down cable was fracture separated consistent with overload signatures.
- The fuel tanks were removed from the wings and drained
 - The fuel tanks were damaged, however, they were not breached
 - The total fuel removed from the airplane was less than one full gallon
 - About 3 quarts of fuel was drained from the left fuel tank
 - As the airplane was flipped over for recovery purposes, about 2-3 ounces of fuel was observed exiting from the left wing root.
 - Less than one quart of fuel was drained from the right fuel tank.
 - The fuel was blue in color, smelled consistent with 100LL, and tested negative for water.
 - The fuel lines exiting the fuel tanks were compromised due to impact damage
 - Both fuel caps remained secured at fuel tanks
 - No evidence of fuel leakage was observed around the fuel caps
 - The left fuel cap was a non-vented cap, and the right fuel cap was a vented cap.
- The fuel selector valve was found in the “ON” position.

2.1 Airframe Photos



Figure 6: Top of the Wings



Figure 7: Left Fuel Tank



Figure 8: Right Fuel Tank



Figure 9: Total Fuel Removed from Airplane

3.0 Engine Examination

- The top of the engine came to rest embedded into the airplane's firewall
- Fire related damaged was noted to the carburetor and accessory section of the engine.
- The number four cylinder was found fracture separated from the engine
- The propeller assembly remained secured to the crankshaft, however, the forward most about 5 inches of crankshaft was fracture separated from the engine.
 - The spinner was crushed flat to propeller hub
 - The propeller blades remained secured at the propeller hub
 - Both blades were mostly flat, one had minor aft bending at the blade tip.
 - Chordwise scratches were noted throughout both blades

3.1 Engine Photos



Figure 10: The Engine Compartment



Figure 11: Cylinder #4



Figure 12: The Propeller Assembly

END.

Submitted by: Samantha Link