

Air Safety Investigations Aircraft Incident/Accident Technical Report

Aircraft Incident/ Accident Information	Year: 1961	Make: Cessna	Model: 150A
	Serial number: 15059258		Registration: N7158X
Location: Brawley, CA		Date: 10-31-19	Time: 0020 PDT
Aircraft Owner		Aircraft Operator	
George E Morris [REDACTED] Holtville, CA 92250-1017		Same as Aircraft Owner	
Report Information			
Senior Air Safety Investigator: Andrew L. Hall		Report #: ASI-19-DB-T	Report date: 06-12-2020

Airframe

Impact Sequence and Airframe Structure

The aircraft appeared to have first contacted trees on the east side of a river, which runs on an approximate heading of 340°, with the left-wing tip. The fuselage then impacted at the water's edge and continued up the bank approximately 35', through dense brush, on a heading of approximately 140°. The wreckage came to rest upright facing 240°. Both wings remained attached to the fuselage, however both wing sections outboard of the wing struts were displaced. The empennage remained attached to the forward cabin, however the upper skin just aft of the cabin section was observed separated. The windshield was not observed.

Airframe Systems

Flight Control System Information		
Control lock: Undetermined		
Flight Control Cable Continuity		
Ailerons: Established	Elevators: Established	Rudder: Established
Aileron tab: Not applicable	Elevator tab: Established	Rudder tab: Not applicable
Flap and Trim Positions		
Flap indicator: Up	Flap handle: Stowed	Flap actuator: Not applicable
Elevator trim: Indicator: Takeoff range	Actuator: 1.3" less than 5° tab up	
Rudder trim: Indicator: Not applicable	Actuator: N/A	

Remarks:

None

Airframe Fuel System Condition, Controls, and Read Outs		
Fuel strainer screen: Clean	Fuel strainer bowl: See below	
Main fuel tank gauge:	Left: 0	Right: 0
Fuel selector handle: On	Fuel selector valve: On	

Remarks:

The left fuel tank was observed breached by the FAA. The right fuel tank was intact. Approximately ½ gallon of light blue fuel was drained from the aircraft thru the left drain valve. The gascolator glass bowl was not observed. Both fuel tank caps were observed installed in the filler neck. The right fuel cap was of the vented design.

Landing Gear System Condition and Controls			
Gear position:	Tail wheel: Fixed	Left: Fixed	Right: Fixed
Environmental System Controls and Read Outs			
Cabin heater: Cold	Cabin vent: Undt	Defrost: Undt	
Air conditioner: N/A	Oxygen system: Not applicable	Oxygen quantity: Not applicable	
Icing System Information and Switches			
Certified into known icing? No		De-icing boots installed? No	
Pitot heat: Not applicable		Stall heat: Not applicable	
Anti-ice:	Surface: Not applicable	Propeller: Not applicable	Windshield: Not applicable
ELT Information			
Installed? Yes	Manufacturer: Emergency Beacon Corp.	Model: EBC-100A	Type: Undt
Serial number: Undt	Battery due date: 08-20220	Armed: Undetermined	Activated: Undetermined

Remarks:

The aircraft was equipped with a 121.5 style ELT, which was observed in the tripped to "ON" position, there were no reports of an ELT signal.

Cabin and Equipment/Furnishings

Restraint System Information						
Seat	Occupied	Restraint type	Restraint used	Condition	Manufacturer	
1	Yes	4-Point	No	Good	See below	
2	Yes	4-Point	No	Good	See below	

Seat Condition Information					
Seat	Orientation	Feet intact	Back intact	Base intact	Rail intact
1	Forward facing	Yes	Yes	Yes	Yes
2	Forward facing	Yes	Yes	Yes	Yes

Remarks:

Both seats remained installed on the seat track in the aircraft. Neither of the lap belt assemblies were observed in the latched condition. The belt webbing did not have the appearance of being stretched and the first on-site Imperial County Sheriff's Deputy indicated that both occupants were observed outside of the aircraft. The four-point shoulder harnesses were observed hanging from the cabin roof and the webbing did not have the appearance of being stretched. The shoulder harness were Aero Fabricator shoulder harnesses.

Instrument Panel

Navigation Instruments							
Analog primary instruments				Autopilot type: None			
Suction gage: 0		Magnetic compass: Undt			Clock: Undt		
	Left side				Left side		
Airspeed:	180		Turn coordinator (airplane):	Undt			
Attitude (pitch):	10		Turn coordinator (ball):	Undt			
Attitude (roll):	10 left		Heading indicator:	Undt			
Altimeter:	-140		Heading "bug":	Undt			
Altimeter setting:	29.82		Vertical speed indicator:	400 Up			
Communication and Navigation Radios							
Radio	Control	Active frequency	Stand-by frequency	Radio	Control	Active frequency	Stand-by frequency
Com 1:	Digital	Undetermined	Undetermined	Com 2:	Digital	Undetermined	Undetermined
Nav 1:	Undt	Undetermined	Undetermined	Nav 2:	Undt	Undetermined	Undetermined
Obs 1:	Undetermined			Obs 2:	Undetermined		
Transponder:	Mode: ALT		Active code: 1200		Stand-by code: Undetermined		
Electrical Switch Positions							
Master battery: See below		Master alternator: Undetermined			Avionics 1: Undetermined		
Lighting Switch Positions							
Navigation: On		Rotating Beacon: On			Landing: Off		
Taxi: Off		Strobe: Not applicable			Instrument: Undetermined		
Ignition Switch Position							
Key: Both							

Remarks:

The master switch was observed in the off position, however there was damage to the switch handle which is consistent with impact related damage. The switch is a pull-on switch and push to the off position.

Powerplant Description

Engine Instruments					
Hour meter:	N/A	Tach RPM:	0	Tach hours:	2691.95
Oil press:	0	Oil temp:	0	EGT:	0
Fuel press:	N/A	Fuel flow:	N/A	Ammeter:	0
Manifold press: N/A					
CHT: 0					
Voltmeter: 0					
Engine Control Positions					
	Cockpit	Engine		Cockpit	Engine
Throttle:	Idle	Attached	Cowl flaps:	N/A	N/A
Mixture:	Rich	Rich	Carburetor heat:	Cold	Cold
Propeller:	N/A	N/A	Primer:	In and locked	
Engine Condition					
Engine attached to airframe:			Yes		
Propeller attached to engine:			Yes		
Engine compression:		Undetermined		Valve train continuity:	
Undetermined		Undetermined		Undetermined	
Vacuum pump drive shaft:		Undetermined			
Engine Fuel System Condition					
Fuel pump drive shaft:		Not applicable		Carburetor inlet screen:	
Undetermined		Undetermined		Undetermined	
Magnetos Condition					
Left magneto attached:		Yes		Right magneto attached:	
Yes		Yes		Yes	
Left magneto spark:		Undetermined		Right magneto spark:	
Undetermined		Undetermined		Undetermined	
Spark Plug Condition (per Champion Check-A-Plug Card)					
	1	2	3	4	
Top	Not examined	Not examined	Not examined	Not examined	
Bottom	Not examined	Not examined	Not examined	Not examined	

Remarks:

The engine remained attached to the fuselage and the propeller was attached to the engine. The engine was free to rotate. The NTSB has had the engine retained at the recovery facility for possible return to Continental Aerospace Technologies for review.

Propeller

One propeller blade was observed nearly straight with some polishing. The other was displaced aft in a smooth bend around the cowling starting near the hub, with some polishing of the blade. The spinner did not display significant indications of rotational damage.

Research & Testing

None