



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

November 1, 2019

ON-SITE REPORT

WPR20FA018

This document contains 07 embedded photos.

A. ACCIDENT

Location: Brawley, California
Date: October 31, 2019
Aircraft: Airplane, Cessna 150A Registration Number: N7158X,
Serial #: 15059258
NTSB IIC: Tealeye Cornejo

B. EXAMINATION PARTICIPANTS:

Tealeye Cornejo
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C. SUMMARY

On October 31, 2019, at 0119 Pacific daylight time, a Cessna 150A, N7158X, was substantially damaged when it was involved in an accident near Brawley, California. The pilot and passenger were fatally injured. The pilot operated the airplane as a of Title 14 Code of Federal Regulations Part 91 personal flight.



Photo 1 - Overview of Accident Site (Photo Courtesy of NTSB)

D. DETAILS OF THE INVESTIGATION

The airplane was identified on radar from the time it taxied from the hangars on the southeast side of the airport, the takeoff, and then just north of the accident site. After the airplane departed runway 8, it turned left and flew westbound just north of the runway. At 0117, about 1.5 nautical miles northwest of runway 8, the airplane turned to the left approximately 225° and crossed the runway on a northeast bound heading. At 0118 the airplane turned right. At 0119:31 the airplane made another right turn and was on a southbound heading. The last radar return was at 0119:55 north-northwest of the accident site.

The entire airplane came to rest upright on the shoreline of the Alamo River in desert shrub trees on a magnetic heading of 257° . it appears to have collided with the side of the riverbank in a nose low attitude.



Photo 2 - Rear View of Accident Airplane (Photo Courtesy of Coroner)



Photo 3 - Front View of Airplane (Photo Courtesy of Coroner)



Photo 4 - View of Tail Wheel Assembly (Photo Courtesy of Textron Aviation)



Photo 5 - View of Flight Control Cables (Photo courtesy of Textron Aviation)

The debris path was about 80 ft in length and just north of the main wreckage. The first identified point of impact (FIPC) was the left-wing tip that was embedded in the desert trees shrub. The debris path continued away from the river to the southeast where the right-wing caught the trees shrub and swung the airplane back toward the west with the nose pointing back toward the river. Right main landing gear separated and was in the debris path.

The two-bladed propeller remained attached to the engine; the engine partially separated from the firewall. One propeller blade was undamaged and straight. The other propeller blade had bent aft toward the cockpit but was relatively undamaged.

Both wings' fuel caps were in place. The left wing partially separated about mid-span and the fuel tank was breached. There was leading to trailing edge crush damage present. The right wing had separated about mid-span and the fuel tank was not breached.

There were no obvious holes in the engine case. The carburetor separated from the induction tubing at its mounting flange. About 1.5 gallons of 100LL fuel (blue in color)

was recovered from the left-wing drain valve. The fuel selector was positioned to ON in the cockpit.



Photo 6 - View of Engine and Propellers (Photo Courtesy of Textron Aviation)

The cockpit separated from the empennage and tail sections. Flight control continuity was established from the cockpit to each flight control surface. Flap indicator and actuator were UP, and the handle was stowed. Master switch was in the OFF position but was impact damaged.

The airplane had 2 four-point shoulder harness restraint system. The lap belt portion and the should harnesses were not latched. The belt webbing did not appear to have been stretched. Responding deputies stated that both the pilot and passenger were outside the airplane when they arrived.



Photo 7 - Side View of Airplane (Photo Courtesy of NTSB)

Submitted by: T. Cornejo