



# Aviation Investigation Factual Report

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|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Murrietta, California                     | <b>Accident Number:</b> | LAX01LA287  |
| <b>Date &amp; Time:</b>        | August 22, 2001, 12:05 Local              | <b>Registration:</b>    | N63405      |
| <b>Aircraft:</b>               | Cessna 150M                               | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Instructional |                         |             |

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## Factual Information

On August 22, 2001, at 1205 hours Pacific daylight time, a Cessna 150M, N63405, nosed over during a forced landing following a loss of engine power after takeoff at French Valley Airport, Murrietta, California. The flight instructor and student pilot were not injured, and the airplane was substantially damaged. Visual meteorological conditions prevailed for the instructional flight operated by American Valet Air under 14 CFR Part 91. The airplane departed French Valley at 1200 for the local flight, and no flight plan was filed.

According to the operator, who inspected the airplane and interviewed the instructor, the airplane was topped off with 13.4 gallons of aviation gasoline and placed in the maintenance shop just prior to the flight. The airplane received new tires and was released from the shop. No other maintenance was performed. The airplane departed at 1200 with full fuel tanks, which was 22.5 gallons of useable fuel. The instructor had stated that shortly after takeoff, about 1,000 feet, there was a "popping" sound from the engine followed by a loss of engine power. He repositioned the mixture and throttle controls, but with no effect. He stated that he pitched the airplane to attain best glide speed and initiated a forced landing procedure. The airplane landed in rough terrain and nosed over.

The engine was examined at a recovery yard. The mixture, throttle, and carburetor heat control cables were connected through the firewall to their respective positions on the engine, and worked appropriately when activated. The crankshaft was rotated. Mechanical continuity was established for the valve train and the accessory drive section. The accessory section gears were clean and undamaged. The right and left magnetos provided spark when activated. Thumb compressions were established for all cylinders. The carburetor was removed and inspected. The throttle valve was in place, as was the one piece venturi. The carburetor float was of metal construction. Fuel was noted when the accelerator pump was activated.

An examination of the left muffler revealed that the aft end was missing. The entire back portion of the muffler was open. There was evidence of sooting and discoloration of the firewall directly behind the left muffler. The fuel input line leading from the gascolator to the carburetor was positioned between the aft end of the left muffler and the firewall. It was approximately 3 inches away from the open end of the muffler. The fuel line was wrapped in heat shield material, which also exhibited sooting and discoloration. There was a small amount of fuel in the line when it was removed from the carburetor.

## Pilot Information

|                                  |  |  |                   |
|----------------------------------|--|--|-------------------|
| <b>Certificate:</b>              | Commercial; Flight instructor  | <b>Age:</b>                              | 46, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land  | <b>Seat Occupied:</b>                    | Right             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   |                   |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No                |
| <b>Instructor Rating(s):</b>     | Airplane multi-engine; Airplane single-engine  | <b>Toxicology Performed:</b>             | No                |
| <b>Medical Certification:</b>    | Class 2 Valid Medical—no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | December 28, 2000 |
| <b>Occupational Pilot:</b>       | Yes  | <b>Last Flight Review or Equivalent:</b> | June 12, 2001     |
| <b>Flight Time:</b>              | 4400 hours (Total, all aircraft), 700 hours (Total, this make and model), 4100 hours (Pilot In Command, all aircraft), 380 hours (Last 90 days, all aircraft), 130 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft) |  |                   |

## Student pilot Information

|                                  |   |  |      |
|----------------------------------|---|--|------|
| <b>Certificate:</b>              | None  | <b>Age:</b>                              | Male |
| <b>Airplane Rating(s):</b>       | None  | <b>Seat Occupied:</b>                    | Left |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |      |
| <b>Instrument Rating(s):</b>     | None  | <b>Second Pilot Present:</b>             | No   |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No   |
| <b>Medical Certification:</b>    | None None   | <b>Last FAA Medical Exam:</b>            |      |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |      |
| <b>Flight Time:</b>              | 22 hours (Total, all aircraft), 22 hours (Total, this make and model), 22 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |      |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna   | <b>Registration:</b>                  | N63405          |
| <b>Model/Series:</b>                 | 150M   | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Utility  | <b>Serial Number:</b>                 | 77289           |
| <b>Landing Gear Type:</b>            | Tricycle   | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | August 20, 2001 100 hour                               | <b>Certified Max Gross Wt.:</b>       | 1600 lbs        |
| <b>Time Since Last Inspection:</b>   | 4 Hrs  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 8450 Hrs at time of accident                           | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | O-200-A         |
| <b>Registered Owner:</b>             | D&L Aircraft Aquisitions Inc                           | <b>Rated Power:</b>                   | 100 Horsepower  |
| <b>Operator:</b>                     | Joe Diorio   | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    | American Valet Air Inc.                                | <b>Operator Designator Code:</b>      |                 |

## Meteorological Information and Flight Plan

|   |                                  |   |                   |
|---|----------------------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | RIV,1538 ft msl                  | <b>Distance from Accident Site:</b>         | 38 Nautical Miles |
| <b>Observation Time:</b>                | 11:55 Local                      | <b>Direction from Accident Site:</b>        | 327°              |
| <b>Lowest Cloud Condition:</b>          | Scattered / 20000 ft AGL         | <b>Visibility</b>                           | 20 miles          |
| <b>Lowest Ceiling:</b>                  | Broken / 25000 ft AGL            | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 5 knots / 0 knots                | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 350°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30.01 inches Hg                  | <b>Temperature/Dew Point:</b>               | 27°C / 9°C        |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                   |
| <b>Departure Point:</b>                 | Murrietta, CA (F70 )             | <b>Type of Flight Plan Filed:</b>           | None              |
| <b>Destination:</b>                     | Catalina, CA (AVX )              | <b>Type of Clearance:</b>                   | None              |
| <b>Departure Time:</b>                  | 12:00 Local                      | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                   |                                  |         |
|-----------------------------|-------------------|----------------------------------|---------|
| <b>Airport:</b>             | French Valley F70 | <b>Runway Surface Type:</b>      | Asphalt |
| <b>Airport Elevation:</b>   | 1200 ft msl       | <b>Runway Surface Condition:</b> | Dry     |
| <b>Runway Used:</b>         | 36                | <b>IFR Approach:</b>             | None    |
| <b>Runway Length/Width:</b> | 4600 ft / 75 ft   | <b>VFR Approach/Landing:</b>     | None    |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 2 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> |        | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 33.569068,-117.140243(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Cline, Steven   |
| <b>Additional Participating Persons:</b> | Gary Cappa; FAA Flight Standards District Office; Riverside, CA<br>Mike Grimes; Continental Motors; Lancaster, CA |
| <b>Report Date:</b>                      | February 16, 2002   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             | The NTSB traveled to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=53089">https://data.nts.gov/Docket?ProjectID=53089</a>             |

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