



Aviation Investigation Factual Report

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

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

Certificate:	Commercial; Flight instructor	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 28, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 12, 2001
Flight Time:	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

Certificate:	None	Age:	Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).