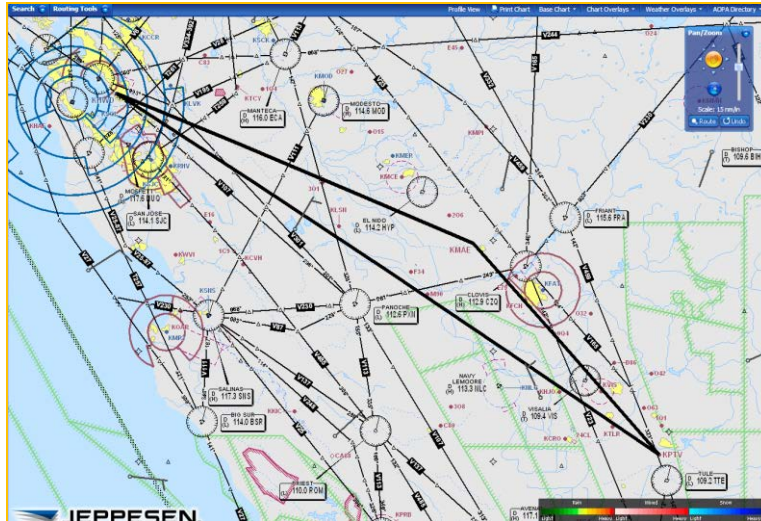


N50690 Accident Report

On Friday January 18, 2013 Thomas K. Means, student pilot #GG- [REDACTED] departed the Porterville Municipal Airport at approximately 0830 local time. Mr. Means used a Cessna 150-J, N50690 rented from Del-Air in Porterville, CA, to make the flight from Porterville (KPTV) to Hayward (KHWD) to Madera (KMAE) and back to KPTV. Mr. Means had called his instructor to obtain the cross country endorsement required of a student pilot but was unable to contact his flight Instructor (Dave Darwin Chamberlan) for the endorsement and proceeded to fly without contact with Mr. Chamberlan. Mr. Means had expressed in the message to his instructor that he wanted to go to Hayward to look at an aircraft.



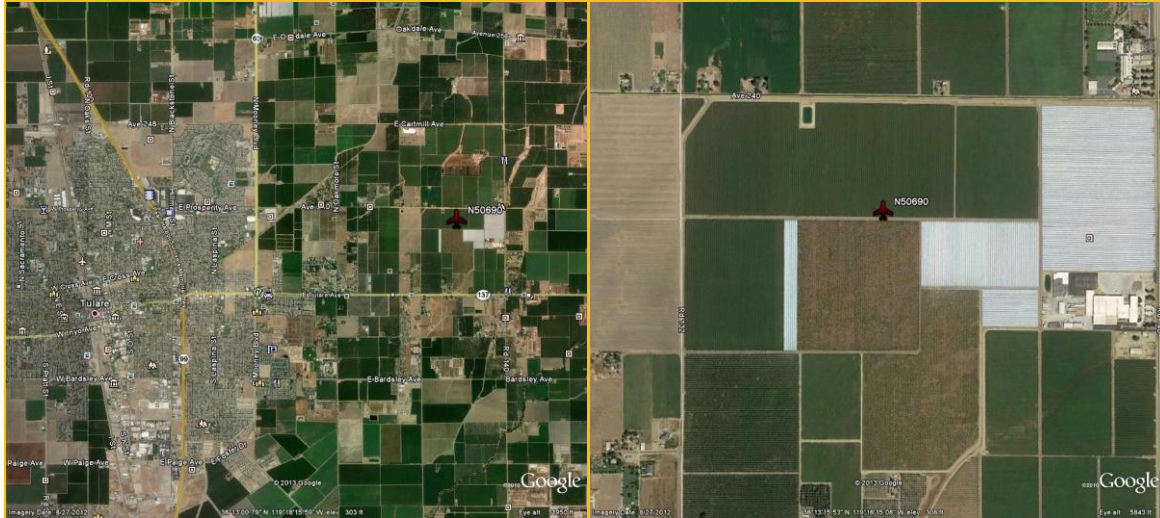
Mr. Means departed with both tanks full of fuel and checked that they were full by dipping the tank and verifying the fuel gauges indicated full. The weather on January 18 was visual meteorological conditions with little to no wind. The San Joaquin Valley had its normal haze at lower altitudes but visibility was better than 10 miles. Mr. Means flew from KPTV to KHWD at 2,500 feet until reaching the coastal mountain range at which time he climbed over the mountains up to approximately 6,000 feet. Mr. Means made a full stop landing at KHWD airport to look at aircraft.

Mr. Means departed KHWD en-route to KMAE. Mr. Means received notification by radio that he may have flown into Livermore's (KLVK) class D airspace, while en-route to KMAE. Mr. Means made a full stop landing at KMAE without further incident and attempted contact with KLVK's air traffic controllers; however his cell phone's battery went dead in the beginning of the call. Mr. Means looked at other aircraft while at the Madera airport before continuing the flight to KPTV.

The fuel gauges indicated full tanks leaving KPTV, just over half tanks leaving KHWD, and quarter tanks leaving KMAE. Mr. Means indicated that at no time did the gauges indicate a zero fuel reading. Chris Shaw, a mechanic for Del-Air stated that the fuel gauges at the accident site indicated Empty on the left tank and just below a quarter on the right tank.

The aircraft flew for 4.5 hours before both fuel tanks were unusable and Mr. Means made the emergency landing. The accident site was located approximately 3 miles East of Tulare, CA (N36.222154 W-119.270689) between two grape vineyards on the access road.

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The airplane landed in an Easterly Direction on the access road and after touch down the left wing struck one of the vineyard end post's causing the aircraft to turn 90° to the left and causing significant damage to the left wing tip. Tire marks on the ground suggest the aircraft was already veering to the left after touch down.

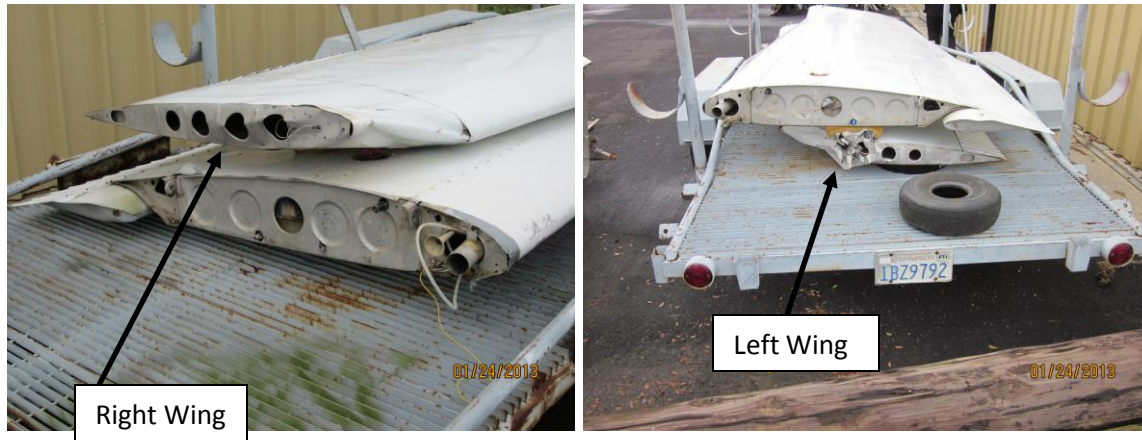


The left wings trailing edge root indicated torsion from the wing tip.



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The right wing tip also sustained damage but it was not as severe as the left wing. The wing tip was removed after the accident. There were no indications of torsion on the right wing root.



The right side of the engine cowling may have hit a post or wire as the airplane made the left turn into the edge of the vineyard and some scuff marks are found on the trailing edge of the lower portion of the propeller.



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Further Inspection of the rear spar of the aircraft showed that the spar was deformed at the connection point and the left wing rear spar showed signs of cracking. There was also damage along the fuselage at the wing attachment area.



FAA Inspector Josh Brown found a cracked and deformed rear spar in the left wing. The cracked and deformed spar, by FAA standards, classified this as an accident.