



AVIATION



HIGHWAY



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PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Twentynine Palms, California	<b>Accident Number:</b>	WPR20CA060
<b>Date &amp; Time:</b>	January 3, 2020, 20:00 Local	<b>Registration:</b>	N45069
<b>Aircraft:</b>	Cessna 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel related	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, upon arrival at the airport after dark, he attempted to activate the pilot-controlled lights by keying the mike seven times. Shortly later, he repeated the process twice, but the runway lights did not turn on. He circled the area to try to locate the airport but was unsuccessful. The airplane was now low on fuel, so the pilot began looking for a place to make a precautionary landing. He landed the airplane on a dirt road, and during the landing rollout, the nose landing gear separated, and the left wing was substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The Federal Aviation Administration Airport Facility Directory noted that medium-intensity runway lights were available at the airport. To activate the pilot-controlled lighting, the pilot must key the mike five times in 5 seconds. The pilot reported that he did not check what the proper procedures were for operating the pilot-controlled lighting for the runway. Airport personnel checked the pilot-controlled lighting system the day after the accident and reported that there were no malfunctions with the system.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's poor preflight planning, during which he failed to verify the proper procedure to activate the runway lights; his inability to locate the airport without lighting; and the airplane's subsequent low-fuel state as he circled looking for the airport, which necessitated a precautionary off-airport landing, during which the nose landing gear separated.

### Findings

Personnel issues	Flight planning/navigation - Pilot
Environmental issues	Dark - Effect on personnel
Aircraft	Fuel - Fluid level
Personnel issues	Use of policy/procedure - Pilot

## Factual Information

### History of Flight

<b>Landing</b>	Fuel related (Defining event)
<b>Landing</b>	Off-field or emergency landing
<b>Landing-landing roll</b>	Part(s) separation from AC

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	January 12, 2018
<b>Flight Time:</b>	260 hours (Total, all aircraft), 28.8 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N45069
<b>Model/Series:</b>	150 M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal; Utility	<b>Serial Number:</b>	15076722
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	November 18, 2019 Annual	<b>Certified Max Gross Wt.:</b>	1601 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6295.3 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-220-A
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KNXP, 2051 ft msl	<b>Distance from Accident Site:</b>	15 Nautical Miles
<b>Observation Time:</b>	18:56 Local	<b>Direction from Accident Site:</b>	312°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.37 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Maricopa, AZ (A39 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Twentynine Palms, CA (TNP )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	19:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Twentynine Palms TNP	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	1888 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 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>	1 None	<b>Latitude, Longitude:</b>	34.136112,-115.944442

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Robert Michaelson; Federal Aviation Administration; Riverside, CA
<b>Original Publish Date:</b>	August 17, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=100780">https://data.nts.gov/Docket?ProjectID=100780</a>

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