



Aviation Investigation Final Report

Location:	LAKE HAVASU CTY, Arizona	Accident Number:	LAX88LA100
Date & Time:	January 27, 1988, 15:30 Local	Registration:	N7069F
Aircraft:	CESSNA 150F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING A PLEASURE FLT, WHILE ON FINAL APPROACH, THE ENGINE EXPERIENCED A PWR LOSS. AN EMERGENCY LANDING WAS MADE SHORT OF THE RWY WHERE THE ACFT COLLIDED WITH A TELEPHONE POLE, SLOWING THE ACFT DURING THE LANDING ROLL. INSPECTION OF THE ENGINE REVEALED THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS, HOWEVER, WATER WAS FOUND IN THE CARBURETOR HEAT BOX. THE FUEL DRAINED FROM THE CARBURETOR SHOWED NO EVIDENCE OF CONTAMINATION. THE ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

2. (F) OBJECT - POLE

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	58, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 10, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8841 hours (Total, all aircraft), 3500 hours (Total, this make and model), 8841 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7069F
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15063669
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 4, 1988 Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	17 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2149 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	JEAN LAPLACA	Rated Power:	100 Horsepower
Operator:	JOSEPH LAPLACA	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	EED ,990 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	15:47 Local	Direction from Accident Site:	311°
Lowest Cloud Condition:	Scattered / 12000 ft AGL	Visibility	45 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLYTHE , CA (BLH)	Type of Flight Plan Filed:	None
Destination:	LAKE HAVASU , AZ (LHV)	Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAKE HAVASU LHU	Runway Surface Type:	Asphalt
Airport Elevation:	483 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	6167 ft / 100 ft	VFR Approach/Landing:	Forced landing;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	34.479114,-114.320808(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	JOHN NOEL; SCOTTSDALE , AZ
Original Publish Date:	April 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=25946

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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](#).