



Aviation Investigation Final Report

Location:	CORONA, California	Accident Number:	LAX82DA064
Date & Time:	February 6, 1982, 12:30 Local	Registration:	N49013
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

FOLLOWING A PREFLIGHT INSPECTION OF THE AIRCRAFT BY THE STUDENT PILOT, THE AIRCRAFT DEPARTED THE CORONA MUNICIPAL AIRPORT ON A DUAL TRAINING FLIGHT. UPON REACHING AN ALTITUDE OF APPROXIMATELY 300 FEET, THE ENGINE QUIT. THE INSTRUCTOR LANDED THE AIRCRAFT STRAIGHT AHEAD IN ROUGH TERRAIN AND COLLIDED WITH A DITCH. INVESTIGATION REVEALED BOTH WING FUEL TANKS TO BE EMPTY.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. (C) FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND(CFI)
4. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)
5. (F) REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #2: FORCED LANDING
Phase of Operation: TAKEOFF - INITIAL CLIMB

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

- 6. TERRAIN CONDITION - ROUGH/UNEVEN
- 7. TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	54, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 21, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3652 hours (Total, all aircraft), 128 hours (Total, this make and model), 3440 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N49013
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	15281101
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1306 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235-L2C
Registered Owner:	SUSAN M. WILLIAMS	Rated Power:	110 Horsepower
Operator:	WRIGHT'S AVIATION	Operating Certificate(s) Held:	
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CORONA , CA (L66)	Type of Flight Plan Filed:	None
Destination:	CORONA , CA (L66)	Type of Clearance:	None
Departure Time:	12:25 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3200 ft / 0 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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: February 6, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=70342>

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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](#).