



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Ontario, Oregon | Accident Number: | WPR18LA193 |
| Date & Time: | July 12, 2018, 16:45 Local | Registration: | N6908G |
| Aircraft: | Cessna 150 | Aircraft Damage: | Destroyed |
| Defining Event: | Loss of engine power (total) | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The student pilot was on final approach to the destination airport during a solo flight when the engine lost total power. Given the airplane's low altitude, he chose to make an emergency landing in a nearby field, during which the airplane impacted a ditch, nosed over, and came to rest inverted. The airplane erupted into flames and was consumed by fire.

The postcrash fire damage precluded examination of the airplane, and the reason for the loss of engine power was not determined based on the available information.

Probable Cause and Findings

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

A total loss of engine power during final approach for reasons that could not be determined based on the available information.

Findings

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| Not determined | (general) - Unknown/Not determined |
| Aircraft | (general) - Not specified |

Factual Information

History of Flight

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| Approach | Loss of engine power (total) (Defining event) |
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On July 12, 2018, about 1645 mountain daylight time, a Cessna 150L airplane, N6908G, was destroyed when it was involved in an accident near Ontario, Oregon. The student pilot sustained minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 solo instructional flight.

The student pilot stated that he was on final approach to the destination airport when the engine lost total power. Given the airplane's low altitude, he decided to make an emergency landing in a nearby wheat field. During the landing roll, the airplane impacted a ditch and nosed over, coming to rest inverted. The airplane erupted into flames and the pilot egressed with minor injuries. The airplane was consumed by fire.

The pilot received his student pilot certificate in May 2018. At the time of the accident, he had accumulated 21.3 hours of total flight time, of which 19.7 hours were in the same make and model as the accident airplane and 6.4 hours were as pilot-in-command. The pilot's first solo flight was June 25, 2018.

The postcrash fire damage precluded examination of the airplane.

Pilot Information

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|---------------------------|--|-----------------------------------|-------------|
| Certificate: | Student | Age: | 17,Male |
| Airplane Rating(s): | None | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Lap only |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | May 1, 2018 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 21 hours (Total, all aircraft), 20 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------------|---------------------------------------|-----------------------------|
| Aircraft Make: | Cessna | Registration: | N6908G |
| Model/Series: | 150 L | Aircraft Category: | Airplane |
| Year of Manufacture: | 1970 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 15072408 |
| Landing Gear Type: | Tricycle | Seats: | 2 |
| Date/Type of Last Inspection: | November 10, 2017 Annual | Certified Max Gross Wt.: | 1601 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3114.92 Hrs as of last inspection | Engine Manufacturer: | Teledyne Contidental Motors |
| ELT: | Installed | Engine Model/Series: | O-200-A |
| Registered Owner: | | Rated Power: | 100 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KONO,2193 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 16:53 Local | Direction from Accident Site: | 156° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 29.96 inches Hg | Temperature/Dew Point: | 35°C / 6°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Caldwell, ID (EUL) | Type of Flight Plan Filed: | None |
| Destination: | Ontario, OR (ONO) | Type of Clearance: | None |
| Departure Time: | 16:20 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|-------------------------------|----------------------------------|---------|
| Airport: | Ontario Municipal Airport ONO | Runway Surface Type: | Asphalt |
| Airport Elevation: | 2193 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 33 | IFR Approach: | None |
| Runway Length/Width: | 5006 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Destroyed |
| Passenger Injuries: | | Aircraft Fire: | On-ground |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 44.028888,-117.017776(est) |

Administrative Information

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| Investigator In Charge (IIC): | Keliher, Zoe | |
| Additional Participating Persons: | Brian Lord; Federal Aviation Administration; Boise, ID | |
| Original Publish Date: | June 24, 2021 | Investigation Class: 3 |
| Note: | The NTSB did not travel to the scene of this accident. | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97754 | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).