



National Transportation Safety Board Aviation Accident Final Report

Location:	ODESSA, MO	Accident Number:	CHI99LA082
Date & Time:	02/02/1999, 0900 CST	Registration:	N67568
Aircraft:	Cessna 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

The instructor pilot was giving the student practice in forced landings when the engine suffered a sustained total loss of power. The instructor attempted to re-start the engine with negative results. He then conducted an actual forced landing in a rough field where the airplane sustained substantial damage. A post accident examination of the engine failed to reveal any mechanical anomalies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the total loss of engine power for reasons undetermined. Factors were total loss of engine power, the instructor pilot's encounter with unsuitable terrain, and the rough terrain.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (F) POWERPLANT - FAILURE,TOTAL
2. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN
4. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND(CFI)

Factual Information

On February 2, 1999, at 0900 central standard time, a Cessna 152, N67568, operated by a commercial pilot with an instructor rating, and a dual student pilot, sustained substantial damage following, a loss of power, and forced landing near Odessa, Missouri. The instructor reported no injuries. The dual student reported minor injuries. The instructional flight was operating under 14 CFR Part 91, in visual meteorological conditions. The local flight departed Warrensburg, Missouri, about 0800.

In his written statement, the instructor pilot said that he intended to instruct the dual student in emergency procedures. He said that during a simulated loss of power, the engine actually did quit and the propeller stopped. He said that he took over control of the airplane and attempted to re-start the engine with negative results. He then conducted a forced landing where on touchdown the nosewheel dug into rough terrain and resulted in substantial damage to the airplane.

An examination of the airplane after the accident failed to reveal any mechanical problems with the engine. There was continuity throughout, and there was fuel in the tanks and fuel lines. The engine control continuity was verified. The engine was test run after the accident and operated.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	28, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/23/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	959 hours (Total, all aircraft), 500 hours (Total, this make and model), 880 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N67568
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15281917
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/04/1998, Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	53 Hours	Engines:	1 Reciprocating
Airframe Total Time:	9349 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-235-L2C
Registered Owner:	CENTRAL MISSOURI STATE UNIV	Rated Power:	110 hp
Operator:	CENTRAL MISSOURI STATE UNIV	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DMO, 909 ft msl	Distance from Accident Site:	40 Nautical Miles
Observation Time:	0853 CST	Direction from Accident Site:	111°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	2°C / -1°C
Precipitation and Obscuration:			
Departure Point:	WARRENSBURG, MO (9K4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0800 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): STEPHEN A WILSON **Report Date:** 04/18/2001

Additional Participating Persons: TOM CAMPBELL; KANSAS CITY, MO

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).