



National Transportation Safety Board Aviation Accident Final Report

Location:	RAYMOND, MS	Accident Number:	MIA94LA045
Date & Time:	01/02/1994, 1030 CST	Registration:	N3089J
Aircraft:	CESSNA 150E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE PILOT AND NON-RATED PASSENGER WERE CLIMBING OUT AFTER DEPARTURE WHEN THE PILOT DECIDED THE CEILING WAS TOO LOW FOR MANEUVERING AND DECIDED TO RETURN TO THE AIRPORT. UPON ENTERING THE TRAFFIC PATTERN THE PILOT REDUCED POWER, ADDED CARBURETOR HEAT, AND THE ENGINE QUIT. AFTER SEVERAL ATTEMPTS TO RESTART THE ENGINE AT VARIOUS THROTTLE SETTINGS THE PILOT MADE A FORCED LANDING AND STRUCK DEBRIS ON THE GROUND, SUBSTANTIALLY DAMAGING THE AIRPLANE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S DELAY IN IDENTIFYING CARBURETOR ICE AND IMPROPER USE OF CARBURETOR HEAT.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. (F) FUEL SYSTEM,CARBURETOR - ICE
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

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

Factual Information

On January 2, 1994, about 1030 central standard time, N3089J, a Cessna 150-E operated by the Wesley Flyers Club Inc. crashed near Raymond, Mississippi, while on a 14 CFR Part 91 instructional flight. Instrument meteorological conditions prevailed at the time and no flight plan was filed. The airplane was substantially damaged and the instructor and student pilot received minor injuries. The flight originated about 20 minutes earlier.

The instructor stated that he reduced the throttle, applied carburetor heat and the engine failed. He attempted a forced landing to a field and the airplane struck a stump on landing roll. Review of the operators manual for the Cessna 150 revealed, in the before landing checklist, that full carburetor heat is be applied before closing the throttle.

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/04/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	925 hours (Total, all aircraft), 420 hours (Total, this make and model), 850 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3089J
Model/Series:	150E 150E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	WESLEY FLYERS CLUB INC.	Rated Power:	100 hp
Operator:	WESLEY FLYERS CLUB INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JAN, 346 ft msl	Distance from Accident Site:	17 Nautical Miles
Observation Time:	0958 CST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown / 700 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 700 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / 6°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1045 CST	Type of Airspace:	Class E

Airport Information

Airport:	JOHNBELL WILLIAMS (M16)	Runway Surface Type:	Asphalt
Airport Elevation:	246 ft	Runway Surface Condition:	Dry
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	3992 ft / 75 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ANDREW A ALSTON	Report Date:	11/18/1994
Additional Participating Persons:	CHARLES WITTINGTON; JACKSON, MS		
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](#).