



National Transportation Safety Board Aviation Accident Final Report

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| Location: | PARIS, AR | Accident Number: | FTW94LA080 |
| Date & Time: | 02/03/1994, 1530 CST | Registration: | N7141M |
| Aircraft: | CESSNA 175 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Serious |
| Flight Conducted Under: | Part 91: General Aviation - Ferry | | |

Analysis

DURING INITIAL CLIMB FOLLOWING TAKEOFF ON A FERRY FLIGHT TO HAVE THE AIRCRAFT REPAIRED, THE ENGINE LOST POWER. INVESTIGATION REVEALED THE AIRCRAFT HAD ITS LAST ANNUAL IN 1981, HAD NOT BEEN FLOWN FOR APPROXIMATELY ONE AND ONE HALF YEARS, AND HAD FLOWN ABOUT 30 HOURS IN THE PRECEDING 13 YEARS. EVIDENCE OF RUST AND ALGAE IN THE FUEL TANKS WAS PRESENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE BY THE PILOT IN COMMAND TO HAVE ANNUAL MAINTENANCE INSPECTIONS PERFORMED ON THE AIRCRAFT.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - CONTAMINATION
2. (C) MAINTENANCE,INSPECTION - NOT PERFORMED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - UTILITY POLE

Factual Information

On February 3, 1994, at 1530 central standard time, a Cessna 175, N7141M, struck a power pole and collided with terrain during a forced landing near the Paris, Arkansas, Municipal Airport. The pilot received serious injuries and the aircraft sustained substantial damage. Visual meteorological conditions prevailed and no flight plan was filed for the ferry flight.

According to information provided by witnesses, the aircraft was being ferried to Ozark, Arkansas, for repairs. The airplane took off and the engine lost all power after takeoff at an altitude estimated to be between 200 and 300 feet above ground level (AGL). The pilot said he attempted to return to the airport but stalled the aircraft and struck a utility pole during the emergency descent.

According to information supplied by the FAA inspector who went on scene, the aircraft had its last annual inspection in 1981, and had been sitting at the airport without use for approximately a year and a half. He also provided information that the aircraft had flown about 30 hours in the last 13 years.

The FAA inspector stated that an annual inspection had been started on November 16, 1990, and that during that inspection, 36 safety of flight discrepancies had been found. The annual was not completed and the pilot, who is not a licensed mechanic, said he repaired the necessary things and "it checked out good on the ground."

The FAA inspector did not sample the fuel or conduct an internal examination of the engine; however, the attached photographs provide evidence of rust and algae growth in the fuel tanks.

Pilot Information

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|----------------------------------|---|--|------------|
| Certificate: | Private | Age: | 64, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 01/02/1992 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 5400 hours (Total, all aircraft), 3500 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------|--------------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N7141M |
| Model/Series: | 175 175 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 55441 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 01/01/1981, Annual | Certified Max Gross Wt.: | 2350 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | CONTINENTAL |
| ELT: | Not installed | Engine Model/Series: | O-300A |
| Registered Owner: | WAGES, JOSEPH J. | Rated Power: | 160 hp |
| Operator: | WAGES, JOSEPH J. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|--------------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | SFM, 469 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 1550 CST | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Scattered / 12000 ft agl | Visibility | 25 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 8 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 210° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 13° C / -7° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | OZARK, AR (7M5) | Type of Clearance: | None |
| Departure Time: | 1530 CST | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): NORMAN F WIEMEYER, **Report Date:** 11/14/1994

Additional Participating Persons: NEAL R VINES; LITTLE ROCK, AR

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/>.

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](#).