



National Transportation Safety Board Aviation Accident Final Report

Location:	KENOSHA, WI	Accident Number:	CHI94LA308
Date & Time:	09/01/1994, 2100 CDT	Registration:	N2911
Aircraft:	THALMAN THORP T-18	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AMATEUR BUILT AIRPLANE LOST ENGINE POWER SHORTLY AFTER LIFTOFF. THE PILOT WAS ABLE TO LAND THE AIRPLANE ON THE LAST 400' FEET OF RUNWAY, BUT WAS UNABLE TO STOP THE AIRPLANE BEFORE IT RAN OFF THE END AND NOSED-OVER. POSTACCIDENT EXAMINATION OF THE ENGINE AND AIRFRAME DISCOVERED NO PREIMPACT ANOMALIES. THE ENGINE WAS STARTED AND ACCELERATED TO A STATIC RPM OF 2200 WITH NO OBSERVED DEFICIENCIES. FIFTEEN MINUTES PRIOR TO THE ACCIDENT, A WEATHER REPORTING STATION 13 MILES SOUTH OF THE ACCIDENT SITE RECORDED A TEMPERATURE OF 50 DEGREES F., AND A DEWPOINT OF 47 DEGREES F. THIS TEMPERATURE/DEWPOINT COMBINATION FALLS IN THE SERIOUS ICING CATEGORY ON A CARBURETOR ICING PROBABILITY CHART. THE PILOT REPORTED HE DID NOT HAVE TIME TO ATTEMPT AN ENGINE RESTART OR TO USE THE CARBURETOR HEAT CONTROL AFTER THE ENGINE LOST POWER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to use carburetor heat in carburetor icing conditions. A factor associated with the accident is the prevailing carburetor icing conditions.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Occurrence #3: OVERRUN
Phase of Operation: LANDING - ROLL

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On September 1, 1994, about 2100 central daylight time, a Bernard J. Thalman, Jr., experimental Thorp T-18 airplane, N2911, received substantial damage following a loss of engine power during takeoff from runway 6R at the Kenosha Regional airport, Kenosha, Wisconsin. The solo private pilot was not injured. The local, 14 CFR Part 91 flight operated in visual meteorological conditions without a flight plan.

The pilot reported a complete loss of engine power when the airplane reached approximately 100' AGL. He said in a telephone interview on October 26, that he did not have time to use the carburetor heat, or to attempt an engine restart. He said he was able to land the airplane on the last 400' of the runway, but was unable to stop the airplane before it ran off the end of the runway and nosed-over.

A postaccident examination of the engine, fuel system, carburetor heat control, and airframe, disclosed no preimpact mechanical anomalies. The engine was started and accelerated to a static RPM of 2200 with no observed deficiencies.

A weather observation taken fifteen minutes prior to the accident at the Waukeegan, Illinois, airport (approximately 13 miles south of the accident site), recorded a temperature of 50 degrees F., and a dewpoint of 47 degrees F. The attached Carburetor Icing Probability chart places this temperature/dewpoint combination in the serious icing range.

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
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:	06/25/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	950 hours (Total, all aircraft), 650 hours (Total, this make and model), 950 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	THALMAN	Registration:	N2911
Model/Series:	THORP T-18 THORP T-18	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	86
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	11/29/1993, Annual	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320
Registered Owner:	BERNARD J. THALMAN	Rated Power:	160 hp
Operator:	BERNARD J. THALMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	UGN, 727 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	2045 CDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 2500 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C / 8° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000 CDT	Type of Airspace:	Class G

Airport Information

Airport:	KENOSHA (ENW)	Runway Surface Type:	Asphalt
Airport Elevation:	740 ft	Runway Surface Condition:	Dry
Runway Used:	6R	IFR Approach:	None
Runway Length/Width:	4000 ft / 50 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE,	Report Date:	01/25/1995
Additional Participating Persons:	CHESTER J CYBULSKI; MILWAUKEE, WI		
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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