



National Transportation Safety Board Aviation Accident Data Summary

Location:	KENOSHA, WI	Accident Number:	CHI94LA308
Date & Time:	09/01/1994, 2100 CDT	Registration:	N2911
Aircraft:	THALMAN THORP T-18	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

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

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	BERNARD J. THALMAN	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Bright
Observation Facility, Elevation:	UGN, 727 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	10° C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Airport Information

Airport:	KENOSHA (ENW)	Runway Surface Type:	Asphalt
Runway Used:	6R	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 50 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): JAMES D LA BELLE, Adopted Date: 01/25/1995

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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