



National Transportation Safety Board Aviation Accident Data Summary

Location:	JEFFERSON, GA	Accident Number:	ATL95LA058
Date & Time:	03/03/1995, 1735 EST	Registration:	N1321Q
Aircraft:	CESSNA 150L	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT COLLIDED WITH TREES DURING AN EMERGENCY DESCENT. ACCORDING TO THE PILOT, DURING A NON-PRECISION, INSTRUMENT APPROACH, THE ENGINE BEGAN RUNNING ROUGHLY. CARBURETOR HEAT WAS APPLIED WITHOUT EFFECT, AND THE ENGINE QUIT. A RE-START WAS ACCOMPLISHED AND THE ENGINE RAN FOR A FEW SECONDS. IT BEGAN TO RUN ROUGHLY, AGAIN, AND QUIT. THE AIRPLANE COLLIDED WITH TREES AS THE PILOT ATTEMPTED TO REACH AN OPEN FIELD. THE PILOT/OWNER STATED THAT HE REGULARLY USED AUTOMOTIVE GASOLINE TO FUEL HIS AIRPLANE. THE USE OF AUTOMOTIVE GASOLINE IS NOT APPROVED BY THE MANUFACTURER OF THE ENGINE, AND CONTINUOUS USE OF AUTOMOTIVE GASOLINE MAY LEAD TO STICKING OR CORRODED ENGINE VALVES. AN EXAMINATION OF THE AIRCRAFT ENGINE REVEALED THAT THE LOSS OF POWER WAS CAUSED BY STUCK INTAKE AND EXHAUST VALVES WHILE IN FLIGHT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF ENGINE POWER BECAUSE OF STICKING VALVES. A FACTOR WAS THE CONTINUOUS USE OF AN IMPROPER FUEL GRADE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - JAMMED
2. (C) ENGINE ASSEMBLY, VALVE, INTAKE - JAMMED
3. (F) FLUID, FUEL GRADE - IMPROPER

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

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

Findings

4. (F) OBJECT - TREE(S)

Pilot Information

Certificate:	Private	Age:	47
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	786 hours (Total, all aircraft), 700 hours (Total, this make and model), 704 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1321Q
Model/Series:	150L 150L	Engines:	1 Reciprocating
Operator:	WILL, CLIFFORD S.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AHN, 0 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 500 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 10°
Temperature:	9° C	Visibility:	1 Miles
Precipitation and Obscuration:			
Departure Point:	DAYTON, OH (MGY)	Destination:	(19A)

Airport Information

Airport:	JACKSON COUNTY AIRPORT (19A)	Runway Surface Type:	
Runway Used:	34	Runway Surface Condition:	
Runway Length/Width:	4108 ft / 75 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): PRESTON E HICKS,

Adopted Date: 08/31/1995

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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