



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ERIE, PA	<b>Accident Number:</b>	BF095LA042
<b>Date &amp; Time:</b>	04/01/1995, 1030 EST	<b>Registration:</b>	N3546V
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

DURING A LOW PASS OVER A GRASS STRIP, THE AIRPLANE'S ENGINE LOST PARTIAL POWER. THE PILOT OVERFLEW THE STRIP AND ENTERED THE DOWNWIND LEG OF THE TRAFFIC PATTERN. DURING THE APPROACH THE AIRPLANE'S ALTITUDE WAS TOO LOW AND THE PILOT ADDED POWER. THE AIRPLANE BEGAN TO 'FLOAT' DOWN THE RUNWAY AND THE ENGINE BEGAN TO BACKFIRE. THE PILOT DECIDED TO DO A GO AROUND, HOWEVER, THE AIRPLANE'S CLIMB RATE WAS DEGRADED AND THE AIRPLANE COULD NOT CLEAR TREES THAT SURROUNDED THE STRIP. THE AIRPLANE COLLIDED WITH THE TREES. THE PILOT STATED THAT HE HAD APPLIED HEAT TO THE CARBURETOR PRIOR TO THE LOW PASS. POSTACCIDENT EXAMINATION OF THE ENGINE REVEALED NO ANOMALIES. THE ENGINE WAS STARTED AND RAN FOR FIVE MINUTES WITH NO ANOMALIES NOTED. CONDITIONS CONDUCIVE TO LIGHT CARBURETOR ICING AT GLIDE OR CRUISE POWER EXISTED.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The loss of engine power for undetermined reasons.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

On April 1, 1995, at 1030 eastern standard time, a Cessna 150, N3546V, lost partial engine power during a low pass over Waisley Airport in Erie, Pennsylvania, and collided with trees during the emergency descent. The pilot was not injured. The airplane was substantially damaged. Visual meteorological conditions prevailed. The local personal flight was conducted under 14 CFR Part 91.

The pilot reported that during a low pass over the grass strip at Waisley Airport, the airplane's engine "...started to miss, spit, and sputter." The pilot stated that prior to the low pass he applied heat to the carburetor and left it on. The pilot said that he decided to make a precautionary landing and made a downwind pattern for the runway.

The pilot reported, "Did a short downwind pattern, altitude indicated 1250 FT. agl on line up to runway. I was short of field, added a little power, 46V started to balloon, possibly from ground affect, 46V engine back fired twice, airstrip (Elev 950 FT-Runway L-2000 FT) 46V would land long, fearing collision to occupied house on west end of runway, gave 46V full throttle, turned slowly to left (to prevent stall)." The pilot stated that the airplane had "...a poor climb rate..." and would not clear obstacles around the runway. The pilot stated that he made an emergency landing off the airport and during the descent, the airplane collided with trees.

Postaccident examination of the engine did not reveal any anomalies. No contaminants were found in the fuel. The engine was started and run for about five minutes with no anomalies noted. No airframe anomalies were found.

The pilot stated that he thought "...there was carburetor icing present."

At 0952, the Erie Weather Observation Facility recorded a temperature of 39 degrees Fahrenheit and a dew point of 21 degrees Fahrenheit. According to Icing Probability Curves, conditions which are known to be favorable to the formation of light induction system icing at glide or cruise power existed. (See attached Icing Probability Curves.)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/16/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1091 hours (Total, all aircraft), 870 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3546V
Model/Series:	150 150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15076542
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/07/1994, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	46 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7545 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200
Registered Owner:	BILSKI, JOSEPH	Rated Power:	100 hp
Operator:	BILSKI, JOSEPH	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ERI, 732 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0952 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4° C / -6° C
Precipitation and Obscuration:			
Departure Point:	CORRY-LAWRENCE, PA (8G2)	Type of Flight Plan Filed:	None
Destination:	(38PN)	Type of Clearance:	None
Departure Time:	0930 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	WAISLEY AIRSTRIP (38PN)	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	
Runway Used:	27	IFR Approach:	
Runway Length/Width:	2000 ft / 100 ft	VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	MARGARET B NAPOLITAN	<b>Report Date:</b>	08/23/1995
<b>Additional Participating Persons:</b>	RON HORAK; WEST MIFFLIN, PA		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).