



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	COLORADO SPGS, CO	<b>Accident Number:</b>	FTW95LA374
<b>Date &amp; Time:</b>	09/01/1995, 0737 MDT	<b>Registration:</b>	N4814F
<b>Aircraft:</b>	CESSNA 172N	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

WITNESSES REPORTED THAT THE AIRPLANE DID NOT APPEAR TO BE CLIMBING NORMALLY AFTER TAKEOFF. THE PILOT RECALLED TURNING 'BACK TOWARDS THE RUNWAY.' THE PILOT-RATED PASSENGER RECALLED THERE HAD BEEN A POWER LOSS 'AS IF THE POWER HAD BEEN BROUGHT BACK TO IDLE.' SUBSEQUENTLY, THE LEFT WING DROPPED, AND THE AIRPLANE COLLIDED WITH TERRAIN. THE MIXTURE CONTROL WAS FOUND IN THE FULL RICH POSITION. A 4 INCH BY 3/8 INCH PIECE OF BAFFLE SEAL MATERIAL WAS FOUND NEXT TO THE VENTURI IN THE AIR INTAKE SIDE OF THE CARBURETOR THROAT, LODGED BETWEEN THE ACCELERATOR PUMP DISCHARGE TUBE AND THE POWER JET. THE UNDISTURBED CARBURETOR WAS FACTORY TESTED ON A SIMILAR ENGINE. THE ENGINE OPERATED 'EXTREMELY RICH.' ONE PILOT WHO HAD PREVIOUSLY FLOWN THE AIRPLANE SAID THE ENGINE DID NOT DEVELOP FULL POWER. ANOTHER PILOT-INSTRUCTOR SAID HE NOTICED THE ENGINE REQUIRED 'MORE LEANING' THAN OTHER CESSNA 172S HE HAD FLOWN. ELEVATION AT THE AIRPORT WAS 6172 FEET.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: BLOCKAGE OF THE CARBURETOR BY A PIECE OF FOREIGN MATERIAL, WHICH RESULTED IN A LOSS OF ENGINE POWER, AND FAILURE OF THE PILOT TO MAINTAIN AIRSPEED, WHICH RESULTED IN AN INADVERTENT STALL. THE HIGH DENSITY ALTITUDE AND THE PILOT'S FAILURE TO PROPERLY LEAN THE FUEL MIXTURE WERE POSSIBLE FACTORS.

## Findings

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

### Findings

1. (C) FUEL SYSTEM,CARBURETOR - FOREIGN MATERIAL/SUBSTANCE
2. (C) FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)
3. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. (F) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

- 5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 6. (C) STALL - INADVERTENT - PILOT IN COMMAND

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

### Pilot Information

<b>Certificate:</b>	Commercial; Military	<b>Age:</b>	30
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2100 hours (Total, all aircraft), 3 hours (Total, this make and model), 671 hours (Pilot In Command, all aircraft), 108 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4814F
<b>Model/Series:</b>	172N 172N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	FALCON RENTALS	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	COS, 6172 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 100°
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(COS)	<b>Destination:</b>	

### Airport Information

<b>Airport:</b>	COLORADO SPGS MUNICIPAL (COS)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	35L	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	11021 ft / 150 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Adopted Date:	01/29/1996
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 <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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