



National Transportation Safety Board Aviation Accident Final Report

Location:	OKLAHOMA CITY, OK	Accident Number:	FTW96LA033
Date & Time:	11/02/1995, 1733 CST	Registration:	N6364E
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The student pilot took off, with full fuel in the left tank and 1/4 fuel in the right tank, to practice touch-and-go landings at a nearby airport. He was returning to Will Rogers World Airport approximately 1 hour later when the engine 'quit' approximately 5 miles west of the destination. He reports that he flew the whole flight with the fuel selector on the left fuel tank. He restarted the engine, but it 'quit' again about 1 mile west of runway 35L. The pilot further stated that he never used carburetor heat. During the landing roll in a field, the airplane hit a 'small gully,' nosed over, and came to rest in the inverted position. According to the carburetor icing probability chart the weather conditions at the time of the accident were conducive to the formation of carburetor ice. Additionally, the engine was test run and found to have no mechanical anomalies. Repeated attempts to obtain a completed Pilot/Operator Report of the accident from the student pilot were unsuccessful.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The student pilot's failure to use carburetor heat resulting in loss of engine power due to carburetor icing. A factor was the lack of suitable terrain for a forced landing.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. (C) FUEL SYSTEM,CARBURETOR - ICE

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

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

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - DITCH

Factual Information

On November 2, 1995, at 1733 central standard time, a Cessna 172, N6364E, registered to and operated by a private owner under Title 14 CFR Part 91 was substantially damaged during a forced landing following a power loss near Oklahoma City, Oklahoma. The student pilot was not injured. Visual meteorological conditions prevailed for the local flight that originated from Will Rogers World Airport approximately 1 hour before the accident. No flight plan was filed.

During a personal interview, conducted by an FAA inspector, the pilot reported that he left Will Rogers World Airport with a fully fueled left tank and a 1/4 fueled right tank and flew to Clarence E. Page Municipal Airport to practice touch-and-go landings. He was returning to Will Rogers World Airport when the engine "quit" approximately 5 miles west of the destination. He stated that he flew the entire flight with the fuel selector on the left tank. He restarted the engine, but it "quit" again about 1 mile west of runway 35L at Will Rogers World Airport. The pilot further stated that he never used carburetor heat. During the landing roll in a field, the airplane hit a "small gully," nosed over, and came to rest in the inverted position.

Evaluation of the weather, at the time of the accident, revealed a temperature of 39 degrees and dew point of 27 degrees. The enclosed icing probability curve chart indicates that this float type carbureted engine was being operated in a region of serious carburetor icing conditions. Additionally, on November 8, 1995, the airplane's engine was test run and found to have no mechanical anomalies. See attached manufacture's report.

Repeated attempts to obtain a completed Pilot/Operator Report, NTSB Form 6120.1/2, from the student pilot were unsuccessful.

Pilot Information

Certificate:	Student	Age:	35, Male
Airplane Rating(s):	None	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--no waivers/lim.	Last FAA Medical Exam:	08/09/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6364E
Model/Series:	172 172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	46464
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/03/1995, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2530 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated	Engine Model/Series:	O-300-A
Registered Owner:	TRACY L. JOHNSON	Rated Power:	145 hp
Operator:	TRACY L. JOHNSON	Operating Certificate(s) Held:	None
Operator Does Business As:	FALCON AIR	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OKC, 1295 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1656 CST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 2900 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	4°C / -3°C
Precipitation and Obscuration:			
Departure Point:	, OK (OKC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	VFR
Departure Time:	1630 CST	Type of Airspace:	Class C

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 F STRUHSAKER **Report Date:** 06/07/1996

Additional Participating Persons: LLOYD R COOK; OKLAHOMA CITY, OK

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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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](#).