National Transportation Safety Board
Aviation Accident Data Summary

Location:	OKLAHOMA CITY, OK	**Accident Number:**	FTW96LA033
Date & Time:	11/02/1995, 1733 CST	**Registration:**	N6364E
Aircraft:	Cessna 172	**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

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

Pilot Information

Certificate:	Student	**Age:**	35
Airplane Rating(s):	None	**Instrument Rating(s):**	None
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	15 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N6364E
Model/Series:	172 172	**Engines:**	1 Reciprocating
Operator:	TRACY L. JOHNSON	**Engine Manufacturer:**	Continental
Operating Certificate(s) Held:	None	**Engine Model/Series:**	O-300-A
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Day
Observation Facility, Elevation:	OKC, 1295 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	**Wind Speed/Gusts, Direction:**	17 knots / , 350°
Temperature:	4°C	**Visibility**	10 Miles
Precipitation and Obscuration:			
Departure Point:	, OK (OKC)	**Destination:**	

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 F STRUHSAKER	**Adopted Date:**	06/07/1996
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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.		