



National Transportation Safety Board Aviation Accident Final Report

Location:	COLLINSVILLE, OK	Accident Number:	FTW96LA068
Date & Time:	12/02/1995, 1400 CST	Registration:	N236CD
Aircraft:	AVIAT A-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that while approaching his private airstrip to land, he reduced the engine power to idle, 'pulled on the carburetor heat,' and glided for 3 to 5 minutes. He also reported that he never 'cleared his engine' during this glide. Subsequently, he realized the approach would be 'short' and that additional power would be needed to reach the airstrip. He moved the throttle forward, but there was no increased power response. The pilot further stated that the airplane was very low to the ground, and there was not enough room to maneuver. During a forced landing, the airplane impacted transmission wires and then the ground. The temperature and dew point were 75 and 53 degrees, respectively. According to icing probability charts, conditions were favorable for carburetor ice.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper planning/decision, his failure to periodically clear the engine during the glide, and failure to see-and-avoid the transmission line during the approach for an emergency landing.

Findings

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

Findings

1. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. CARBURETOR HEAT - SELECTED - PILOT IN COMMAND
 4. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

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

Findings

5. OBJECT - WIRE, TRANSMISSION
 6. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Factual Information

On December 2, 1995, at 1400 central standard time, an Aviat A-1, N236CD, 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 Collinsville, Oklahoma. The private pilot sustained minor injuries. Visual meteorological conditions prevailed for the cross country flight that originated at Vinita, Oklahoma, approximately 45 minutes before the accident. No flight plan was filed.

The pilot reported in his Pilot/Operator Report and during a telephonic interview with the investigator-in-charge that he was approaching his private airstrip to land. He reduced the engine power to idle, pulled on the carburetor heat, and glided for 3 to 5 minutes during the approach for landing (the pilot reported that he never "cleared his engine" during this glide). He realized that he was "short", and needed power to make the airstrip. He moved the throttle forward and there was no increased power response. The pilot further stated that he was very low to the ground and had no room to maneuver. During the forced landing, the airplane impacted transmission wires and the ground.

Evaluation of the weather, at the time of the accident, revealed a temperature of 75 degrees and dew point of 53 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.

Pilot Information

Certificate:	Commercial; Flight Engineer; Private	Age:	70, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
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:	Unknown Expired	Last FAA Medical Exam:	09/27/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 3 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AVIAT	Registration:	N236CD
Model/Series:	A-1 A-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1219
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	10/15/1994, Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	134 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360-C1G
Registered Owner:	HARRY R. HUMPHREY	Rated Power:	180 hp
Operator:	HARRY R. HUMPHREY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	TUL, 725 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1456 CST	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	20 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	24° C / 12° C
Precipitation and Obscuration:			
Departure Point:	VINITA, OK (HO4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1315 CST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): JAMES F STRUHSAKER **Report Date:** 05/17/1996

Additional Participating Persons: WAYNE E 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](#).