



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | COLLINSVILLE, OK | Accident Number: | FTW96LA068 |
| Date & Time: | 12/02/1995, 1400 CST | Registration: | N236CD |
| Aircraft: | AVIAT A-1 | 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

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

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

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Pilot Information

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|----------------------------------|---|------------------------------|------|
| Certificate: | Commercial; Flight Engineer; Private | Age: | 70 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | AVIAT | Registration: | N236CD |
| Model/Series: | A-1 A-1 | Engines: | 1 Reciprocating |
| Operator: | HARRY R. HUMPHREY | Engine Manufacturer: | Lycoming |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-360-C1G |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|-------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | TUL, 725 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | None / 0 ft agl | Wind Speed/Gusts, Direction: | 20 knots / 25 knots, 210° |
| Temperature: | 24° C | Visibility: | 10 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | VINITA, OK (HO4) | Destination: | |

Wreckage and Impact Information

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

Administrative Information

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| Investigator In Charge (IIC): | JAMES F STRUHSAKER | Adopted Date: | 05/17/1996 |
| 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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ . | | |

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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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