



National Transportation Safety Board Aviation Accident Final Report

Location:	BUNNELL, FL	Accident Number:	ATL96LA075
Date & Time:	04/02/1996, 1550 EST	Registration:	N7355S
Aircraft:	Cessna 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The flight was returning to the departure airport when the airplane experienced a loss of engine power. According to the pilot, he attempted to restart the engine several times, but was unable to. The pilot reported that the carburetor heat was applied during the restart attempts, but there was no report by the pilot of the application of carburetor heat prior to the loss of engine power. The airplane collided with trees one mile east of the airport. The examination of the engine assembly, after the accident, failed to disclose a mechanical problem. A review of weather data at the approximate time of the accident disclosed that conditions were favorable for the formation of carburetor icing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to obtain a preflight weather briefing and his failure to apply carburetor heat that resulted in a loss of engine power. A factor was weather conditions were favorable for the formation of carburetor icing at cruise flight.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

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

Findings

4. OBJECT - TREE(S)

Factual Information

On April 2, 1996, at 1550 eastern standard time, a Cessna 182P, N7355S, collided with trees during an attempted emergency landing to Flagler County Airport in Bunnell, Florida. The personal flight operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage. The pilot received serious injuries, and the passenger received minor injuries. The flight departed Bunnell, Florida, at 1530 hours.

Reportedly, the flight was returning to Flagler County Airport when the pilot experienced a loss of engine power. According to the pilot, he attempted to restart the engine several times, but failed. The pilot reported that the carburetor heat was applied during the restart attempts, but there was no report by the pilot of the application of carburetor heat prior to the loss of engine power. The airplane collided with trees one mile east of the Flagler County Airport.

The examination of the engine assembly, after the accident, failed to disclose a mechanical problem. A review of weather data at the approximate time of the accident disclosed that conditions were favorable formation of carburetor icing (see attached icing probability curves).

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	Single-engine Land	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--w/ waivers/lim.	Last FAA Medical Exam:	01/23/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 2500 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7355S
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18265146
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/01/1995, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2449 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-S
Registered Owner:	COMMAND AIRCRAFT	Rated Power:	230 hp
Operator:	HARRY E. SHIEL	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DAB, 35 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1556 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	16 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	15° C / 9° C
Precipitation and Obscuration:			
Departure Point:	(X47)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1620 EST	Type of Airspace:	Class G

Airport Information

Airport:	FLAGLER (474)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	02/18/1997
Additional Participating Persons:	JOHN STYMERSKI; ORLANDO, FL		
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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