



National Transportation Safety Board Aviation Accident Final Report

Location:	HOMERVILLE, GA	Accident Number:	MIA97LA033
Date & Time:	12/02/1996, 2025 EST	Registration:	N6532S
Aircraft:	Cessna 150H	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airplane's engine lost complete power, and the pilot requested radar vectors to the nearest airport. While on short final, the airplane struck trees, turned 180 opposite the direction of travel, and impacted the ground. The pilot stated that just after establishing radar contact with ATC, the airplane 'experienced [a] power failure.' The engine then surged momentarily for about 30 seconds, then stopped. The pilot did not try to restart the engine again. He performed a forced landing, but was not able to reach the airport due to head winds. The airplane had begun a descent from 6,000 feet, shortly before the engine failed. The carburetor heat control was found in the 'cold' position, and the fuel selector was 'on.' Fuel was found in both fuel tanks. The airplane's engine was examined, started, and ran without any discrepancies noted. About 31 miles west-southwest at Valdosta, Ga, the temperature and dew point at 1955 EST were 46 and 41 degrees, respectively. According to icing probability charts, conditions at Valdosta were conducive for carburetor ice.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: carburetor ice, due to the pilot's improper use of carburetor heat, which resulted in a forced landing and impact with trees.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: DESCENT

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM,CARBURETOR - ICE
3. (C) CARBURETOR HEAT - 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

4. OBJECT - TREE(S)

Factual Information

On December 2, 1996, about 2025 eastern standard time, a Cessna 150H, N6532S, registered to a private owner, operating as a Title 14 CFR Part 91, personal flight, crashed during a forced landing near Homerville, Georgia. Visual meteorological conditions prevailed and a VFR flight plan was filed. The airplane was substantially damage. The airline transport pilot, and one passenger were not injured.

The airplane's engine lost complete power, and the pilot requested radar vectors to the nearest airport. The pilot was vectored to Homerville, and while on short final, the airplane struck trees, turned 180 opposite the direction of travel, and impacted the ground.

The pilot stated that just after establishing radar contact with ATC, the airplane "experienced [a] power failure." The engine then surged momentarily, for about 30 seconds then stopped. The pilot did not try to restart the engine again, and performed a forced landing, but was not able to reach the airport because of the head winds.

According to the FAA inspector's statement, the airplane had begun a descent from 6,000 feet, shortly before the engine failed. The carburetor heat control was found in the "cold" position, and the fuel selector was "on." Both fuel tanks, and the gascolator sump drain, "contained fuel." The airplane's engine was examined, started and ran without any discrepancies noted. The FAA inspector wrote in his statement that based on the engine run the cause of the loss of engine power "could not be determined." He further stated "the possibility of carburetor icing does exist."

Pilot Information

Certificate:	Airline Transport	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/08/1995
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	48000 hours (Total, all aircraft), 80 hours (Total, this make and model), 46000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6532S
Model/Series:	150H 150H	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15067332
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	RUTH HOLMES	Rated Power:	100 hp
Operator:	RUTH HOLMES	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	SUMMERVILLE, SC (DYB)	Type of Flight Plan Filed:	None
Destination:	VALDOSTA, GA (VLD)	Type of Clearance:	VFR
Departure Time:	2110 EST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): ALAN J YURMAN **Report Date:** 05/23/1997

Additional Participating Persons: ROBERT WEST; ATLANTA, GA

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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