



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HOMERVILLE, GA	<b>Accident Number:</b>	MIA97LA033
<b>Date &amp; Time:</b>	12/02/1996, 2025 EST	<b>Registration:</b>	N6532S
<b>Aircraft:</b>	Cessna 150H	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

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)

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	67
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N6532S
<b>Model/Series:</b>	150H 150H	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RUTH HOLMES	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 225°
<b>Temperature:</b>	13° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SUMMERVILLE, SC (DYB)	<b>Destination:</b>	VALDOSTA, GA (VLD)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ALAN J YURMAN	<b>Adopted Date:</b>	05/23/1997
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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