



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	PAXSON, AK	<b>Accident Number:</b>	ANC97LA139
<b>Date &amp; Time:</b>	09/01/1997, 1445 AKD	<b>Registration:</b>	N4520C
<b>Aircraft:</b>	Cessna 170B	<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane was departing from the 3,500 feet msl airstrip in what the pilot described as 'optimum carb ice conditions' of 40 degrees F with 'lots of moisture.' The carburetor heat control was 'off' for takeoff. At 50 feet above ground level on climb out, the pilot applied carburetor heat and 'the engine died.' She deselected carburetor heat, the engine began to run rough, and the airplane began to lose altitude. When the pilot began a left turn to avoid trees, the left wing and nose dropped, and the airplane impacted terrain. The electric stall warning had been disconnected.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of carburetor heat during a takeoff in carburetor icing conditions. Factors associated with the accident were the pilot's decision to operate the airplane with known deficiencies (a disabled stall warning horn), an inadvertent stall, and the presence of carburetor icing conditions.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

### Findings

3. (F) STALL WARNING SYSTEM - DISABLED
4. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	325 hours (Total, all aircraft), 288 hours (Total, this make and model), 300 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N4520C
<b>Model/Series:</b>	170B 170B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ERIN K. BASHAW	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	C145-2
<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>	Day
<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>	Light and Variable / , 180°
<b>Temperature:</b>	4° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	GIRDWOOD, AK (AQY)

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	3000 ft / 75 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): MATTHEW L THOMAS

Adopted Date: 11/10/1998

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](mailto: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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