



National Transportation Safety Board Aviation Accident Factual Report

Location:	PUNTA GORDA, FL	Accident Number:	MIA94LA033
Date & Time:	12/02/1993, 1550 EST	Registration:	N6053K
Aircraft:	CESSNA 150M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Instructional

On December 2, 1993, at about 1550 eastern standard time, a Cessna 150M, registered to David Byers, operated by Professional Aviation, as a 14 CFR Part 91 instructional flight, experienced a loss of engine power on final approach for landing. The student pilot made a forced landing, and the airplane nosed over on landing roll. The airplane sustained substantial damage, and the pilot was not injured. Visual meteorological conditions prevailed and a VFR flight plan was filed. The flight originated from Okeechobee, Florida, about 50 minutes before the accident.

The student pilot stated in a telephone conversation with the NTSB investigator-in-charge, that she departed Punta Gorda in the morning at about 0930. She made three intermediate stops, and refueled at two of the stops before departing Okeechobee, Florida, at 1500 for Punta Gorda. Upon arrival she entered an extended downwind for runway 09 due to traffic. The before landing check was completed on base leg and the carburetor heat was turned on. At about 600 feet agl after turning to final approach, the engine started sputtering. The power was increased with no noticeable response. The carburetor heat was turned off and turned back on, and the engine quit. A distress call was made and a forced landing was initiated. The airplane touched down on a road that was perpendicular to the final approach. When the nose gear touched down, the airplane nosed over and came to rest inverted.

Examination of the engine assembly and accessories by the FAA revealed no evidence of a precrash failure or malfunction. The FAA aviation safety inspector stated in a written statement, "The failure of this engine was due to apparent carburetor icing."

Review of the probability carburetor icing chart revealed that the engine would encounter serious icing at glide power based on the weather observation at the time of the accident.

Pilot Information

Certificate:	Student	Age:	28, Female
Airplane Rating(s):	None	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:	
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/12/1993
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	45 hours (Total, all aircraft), 45 hours (Total, this make and model), 16 hours (Pilot In Command, all aircraft), 45 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6053K
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	15077497
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	11/30/1993, 100 Hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5456 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200A
Registered Owner:	PROFESSIONAL AVIATION	Rated Power:	100 hp
Operator:	PROFESSIONAL AVIATION	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FMY, 24 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1552 EST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	26° C / 12° C
Precipitation and Obscuration:			
Departure Point:	OKEECHOBEE, FL (OBE)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1500 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CARROL A SMITH
Additional Participating Persons:	KENNETH S CROCKETT; ORLANDO, FL
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/ .