



# National Transportation Safety Board Aviation Accident Final Report

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

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

THE AIRPLANE EXPERIENCED A LOSS OF ENGINE POWER WHILE ON FINAL APPROACH FOR LANDING. THE PILOT MADE A FORCED LANDING AND THE AIRPLANE NOSED OVER ON LANDING ROLLOUT. THE PILOT STATED ON BASE LEG THE CARBURETOR HEAT WAS TURNED ON. THE ENGINE STARTED SPUTTERING ON FINAL APPROACH, POWER WAS INCREASED, AND THE CARBURETOR HEAT WAS TURNED OFF, ON, AND THE ENGINE QUIT. REVIEW OF THE PROBABILITY ICING CHART REVEALED THE ENGINE WOULD ENCOUNTER SERIOUS ICING AT GLIDE POWER BASED ON THE WEATHER OBSERVATION AT THE TIME OF THE ACCIDENT.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S IMPROPER USE OF CARBURETOR HEAT DURING A VFR APPROACH FOR LANDING. THIS RESULTED IN A LOSS OF ENGINE POWER DUE TO FUEL SYSTEM CARBURETOR ICING.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

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

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

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

<b>Certificate:</b>	Student	<b>Age:</b>	28, Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/12/1993
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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 **Report Date:** 09/13/1994

**Additional Participating Persons:** KENNETH S CROCKETT; 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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).