



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	CONCORD, NC	<b>Accident Number:</b>	ATL92LA092
<b>Date &amp; Time:</b>	05/01/1992, 1100 EDT	<b>Registration:</b>	N5529T
<b>Aircraft:</b>	CESSNA 172E	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT HAD COMPLETED THE PREFLIGHT RUNUP AND ALL SYSTEMS CHECKED NORMAL, INCLUDING THE CARBURETOR HEAT. ABOUT TWO MINUTES LATER THE ENGINE LOST POWER 5 FEET INTO THE INITIAL CLIMB. THE PILOT ELECTED TO ABORT THE TAKEOFF AND ATTEMPTED A LANDING ON THE REMAINING RUNWAY. THE AIRPLANE ROLLED OFF THE RUNWAY INTO A MARSHY AREA AND COLLIDED WITH AN EMBANKMENT. THE AIRPORT IS LOCATED IN A LOW TOPOGRAPHICAL AREA ADJACENT TO A RUNNING CREEK. THE ICING PROBABILITY CHART SUGGESTED THAT FAVORABLE WEATHER CONDITIONS EXISTED FOR THE FORMATION OF CARBURETOR ICE. NO MECHANICAL PROBLEM WAS FOUND WITH THE AIRPLANE OR ENGINE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
THE LOSS OF ENGINE POWER BECAUSE OF THE FORMATION OF CARBURETOR ICE.

## Findings

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

### Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS  
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ABORTED

### Findings

2. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/27/1992
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	156 hours (Total, all aircraft), 155 hours (Total, this make and model), 98 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5529T
<b>Model/Series:</b>	172E 172E	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17251429
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	09/01/1991, Annual	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	20 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1568 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-300D
<b>Registered Owner:</b>	RUSSELL, CHOUNCE E.	<b>Rated Power:</b>	145 hp
<b>Operator:</b>	RUSSELL, CHOUNCE E.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CLT, 749 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1053 EDT	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21° C / 9° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	PETERSBURG, VA (PTB)	Type of Clearance:	None
Departure Time:	1100 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	GOODNIGHT (4NC8)	Runway Surface Type:	Grass/turf
Airport Elevation:	600 ft	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2600 ft / 75 ft	VFR Approach/Landing:	None

## 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):	Phillip Powell	Report Date:	05/26/1993
Additional Participating Persons:	EDWARD GLAVIN; WINSTON SALEM, NC		
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 <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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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](#).