



National Transportation Safety Board Aviation Accident Final Report

Location:	DELAWARE, OH	Accident Number:	NYC91LA146
Date & Time:	06/01/1991, 2000 EDT	Registration:	N2858N
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AT ABOUT 30 FEET ABOVE THE GROUND AFTER A TOUCH AND GO LANDING, THE ENGINE LOST POWER. THE PILOT PULLED CARBURETOR HEAT AND THE ENGINE POWER RESUMED MOMENTARILY, THEN POWER WAS LOST AGAIN. HE PERFORMED A FORCED LANDING IN TREES. THE TEMPERATURE WAS 85 DEGREES F AND DEW POINT 69 DEGREES F. THIS TEMPERATURE/DEW POINT COMBINATION WAS CONDUCIVE TO CARBURETOR ICING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CARBURETOR ICE AND THE PILOT IN COMMAND'S IMPROPER USE OF CARBURETOR HEAT. A FACTOR IN THE ACCIDENT WAS THE CARBURETOR ICING CONDITIONS.

Findings

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

Findings

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

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

4. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/03/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 500 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2858N
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	13119
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	C-85-12F
Registered Owner:	DAVID H. BIRCH	Rated Power:	85 hp
Operator:	DAVID H. BIRCH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	29° C / 21° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2000 EDT	Type of Airspace:	

Airport Information

Airport:	DELAWARE (DL2)	Runway Surface Type:	Asphalt
Airport Elevation:	950 ft	Runway Surface Condition:	Dry
Runway Used:	28	IFR Approach:	
Runway Length/Width:	3500 ft / 50 ft	VFR Approach/Landing:	Forced Landing

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):	Alan J Yurman	Report Date:	03/31/1993
Additional Participating Persons:	JAY C WILKINS; COLUMBUS, OH		
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).