



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	SYLVAN SPRINGS, AL	<b>Accident Number:</b>	MIA99LA144
<b>Date &amp; Time:</b>	05/01/1999, 0920 CDT	<b>Registration:</b>	N5105G
<b>Aircraft:</b>	Cessna 172H	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot stated that he preflighted the airplane before departure with no discrepancies noted. He departed with full fuel tanks and flew to a nearby area where he orbited several times. He flew to another area then returned to the area where he orbited the first time. He later stated that he applied carburetor heat, reduced the throttle, then after seeing the area again, applied the throttle and removed carburetor heat. The engine did not respond. He only verified that the mixture control was full rich, that the magneto switch was in the 'both' position, and pumped the throttle which increased engine rpm slightly. He maneuvered the airplane for a forced landing and just before touchdown, he placed the mixture control in the idle-cutoff position and the magneto switch to the off position. After touchdown, the airplane rolled through a fence then nosed over. The airplane was recovered and using some of the fuel that was in the airplane at the time of the accident, the engine was started and found to operate normally. Review of the icing probability chart revealed that the conditions were favorable for moderate icing at cruise power or serious icing at descent power.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The total loss of engine power for undetermined reasons.

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: MANEUVERING

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

2. OBJECT - FENCE

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	47
<b>Airplane Rating(s):</b>	None	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	25 hours (Total, all aircraft), 24 hours (Total, this make and model), 6 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5105G
<b>Model/Series:</b>	172H 172H	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	ROBERT C. YOUNG	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-300-D
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BHM, 644 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , Variable
<b>Temperature:</b>	17° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BESSEMER, AL (EKY)	<b>Destination:</b>	

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	TIMOTHY W MONVILLE	<b>Adopted Date:</b>	09/07/2000
<b>Investigation Docket:</b>	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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