



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|---|-------------------------|------------|
| Location: | MILLIS, MA | Accident Number: | NYC90LA044 |
| Date & Time: | 01/02/1990, 1030 EST | Registration: | N9241U |
| Aircraft: | CESSNA 150 | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Analysis

THE STUDENT PILOT EXPERIENCED A POWER LOSS ON TAKEOFF AT 500 FEET AND MADE A FORCED LANDING IN A GRAVEL PIT. THE ENGINE WAS TEST RUN SATISFACTORILY AFTER THE ACCIDENT. THE CLOSEST RECORDED WEATHER WAS 25 MILES AWAY AND HAD A TEMPERATURE OF 28 DEGREES F AND A DEWPOINT OF 16 DEGREES F. HOWEVER THE FAA REPORTED THE DEWPOINT WAS NOT REPRESENTATIVE OF THE AIRPORT WHICH IS TYPICALLY MORE HUMID DUE TO THE CLOSE PROXIMITY OF PONDS AND STREAMS.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER USE OF CARBURETOR HEAT WHICH CAUSED A POWER LOSS AND A FORCED LANDING IN UNSUITABLE TERRAIN. FACTORS RELATED TO THE ACCIDENT WERE CARBURETOR ICING CONDITIONS AND THE PILOTS LACK OF TOTAL EXPERIENCE.

Findings

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

Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------|
| Certificate: | Student | Age: | 55 |
| Airplane Rating(s): | None | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | |
| Flight Time: | 63 hours (Total, all aircraft), 63 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|---|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N9241U |
| Model/Series: | 150 150 | Engines: | 1 Reciprocating |
| Operator: | AVIATION EAST | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-200A |
| Flight Conducted Under: | Part 91: General Aviation - Instructional | | |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | ORH, 1009 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Broken / 7000 ft agl | Wind Speed/Gusts, Direction: | 15 knots / , 300° |
| Temperature: | -2° C | Visibility | 30 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | NORFOLK, MA (MA07) | Destination: | JAFFERY, NH (AFN) |

Airport Information

| | | | |
|-----------------------------|----------------|----------------------------------|--|
| Airport: | NORFOLK (MA07) | Runway Surface Type: | |
| Runway Used: | 0 | Runway Surface Condition: | |
| Runway Length/Width: | | | |

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): CHAUNCEY D TWINE, JR.

Adopted Date: 03/12/1993

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.