



National Transportation Safety Board Aviation Accident Final Report

Location:	CHEROKEE, AL	Accident Number:	ATL90FA055
Date & Time:	02/02/1990, 1545 CST	Registration:	N5755L
Aircraft:	AMERICAN AA-1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PILOT EXPERIENCED A REDUCTION IN ENGINE POWER ABOUT 400 FEET ABOVE THE GROUND WHILE PERFORMING A ROLLING MANEUVER. THIS WAS THE THIRD ROLL NEAR HIS HOME AS HIS FAMILY WATCHED. REPORTEDLY, THE ENGINE 'STALLED,' THE PILOT LOST CONTROL OF THE AIRPLANE, AND IT CRASHED IN A WOODED AREA. WEATHER CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICING. THE AIRPLANE WAS NOT CERTIFIED FOR ROLLS. WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY PREIMPACT PART FAILURE OR MALFUNCTION. THE AIRPLANE WAS DESTROYED BY IMPACT FORCES AND A POST-CRASH FIRE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CARBURETOR ICE DUE TO THE PILOT'S IMPROPER USE OF CARBURETOR HEAT, AND FAILURE OF THE PILOT TO MAINTAIN CONTROL OF THE AIRPLANE AFTER THE ENGINE LOST POWER. THE WEATHER (CARBURETOR ICING) CONDITION WAS A RELATED FACTOR.

Findings

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

Findings

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

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

5. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/11/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	AMERICAN	Registration:	N5755L
Model/Series:	AA-1 AA-1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	AA1-0155
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1500 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-235-C2C
Registered Owner:	UNKNOWN	Rated Power:	108 hp
Operator:	TROY UPTAIN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MSL, 550 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1720 CST	Direction from Accident Site:	100°
Lowest Cloud Condition:	Scattered / 3300 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 25000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	22° C / 16° C
Precipitation and Obscuration:			
Departure Point:	MUSCLE SHOALS, AL (MSL)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1500 CST	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Report Date:	03/31/1993
Additional Participating Persons:	RICK MESSER; BIRMINGHAM, AL		
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 pubinquiry@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](#).