



National Transportation Safety Board Aviation Accident Final Report

Location:	CANON, GA	Accident Number:	ATL90LA068
Date & Time:	03/03/1990, 1500 EST	Registration:	N30367
Aircraft:	CESSNA 177A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

AFTER DESCENDING FM 2500 TO 2000 FT, THE PLT REALIZED THE ENG HAD LOST PWR, WHEN IT DID NOT RESPOND TO THROTTLE MOVEMENT FOR LEVEL OFF. HE MOVED THE CARBURETOR HEAT TO THE 'ON' POSITION, BUT WAS UNABLE TO RESTART THE ENG. SUBSEQUENTLY, HE MADE AN EMERGENCY LANDING IN A PLOWED FIELD & THE LANDING GEAR COLLAPSED ON SOFT TERRAIN. THE CARBURETOR WAS DAMAGED DURING THE OCCURRENCE. AFTER IT WAS REPLACED, THE ENG WOULD OPERATE. AN EXAM OF THE DAMAGED CARBURETOR REVEALED ONLY NORMAL WEAR. THE TEMP & DEW POINT WERE 64 & 44 DEG, RESPECTIVELY. ACCORDING TO CARBURETOR ICING CHARTS, CONDITIONS WERE CONDUCIVE TO CARBURETOR ICE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER USE OF CARBURETOR HEAT BY THE PILOT, WHICH RESULTED IN CARBURETOR ICE. FACTORS RELATED TO THE ACCIDENT WERE: CARBURETOR ICING CONDITIONS, AND SOFT TERRAIN.

Findings

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

Findings

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

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
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--no waivers/lim.	Last FAA Medical Exam:	09/14/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	160 hours (Total, all aircraft), 71 hours (Total, this make and model), 108 hours (Pilot In Command, all aircraft), 26 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N30367
Model/Series:	177A 177A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	17701213
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/04/1989, 100 Hour	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	44 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2219 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A2F
Registered Owner:	BLUE RIDGE MOUNTAIN FLYERS	Rated Power:	180 hp
Operator:	MARK K BROWN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AHN, 807 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1450 EST	Direction from Accident Site:	205°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 4100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 9° C
Precipitation and Obscuration:			
Departure Point:	ATHENS, GA (AHN)	Type of Flight Plan Filed:	None
Destination:	CANON, GA (18A)	Type of Clearance:	None
Departure Time:	1410 EST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES D TONELLI	Report Date:	09/05/1991
Additional Participating Persons:	JAMES GLENN; ATLANTA, GA		
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/ .		

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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](#).