



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GRAFTON, WV	<b>Accident Number:</b>	BFO90LA031
<b>Date &amp; Time:</b>	03/01/1990, 1000 EST	<b>Registration:</b>	N65538
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

THE PILOT WAS PRACTICING AIRWORK DURING A SOLO TRAINING FLT, WHEN A PARTIAL LOSS OF POWER OCCURRED. HE APPLIED CARB HEAT AND POWER WAS TEMPORARILY RESTORED BEFORE IT DECREASED AGAIN. UNABLE TO MAINTAIN POWER, THE PLT SELECTED A FIELD FOR A FORCED LANDING. THE FIELD HAD A STEEP SLOPE. DURING THE LANDING, THE NOSE GEAR CONTACTED THE TERRAIN FIRST AND THE AIRPLANE NOSED OVER. DURING TESTS, THE CARB HEAT OPERATED NORMALLY. TEMP AND DEW POINT AT THE TIME OF THE ACCIDENT WERE 31 DEGS F AND 22 DEGS F, RESPECTIVELY. ACCORDING TO CARB ICE PROBABILITY CHARTS, THIS CONDITION WAS CONDUCIVE TO CARB ICE DURING GLIDE POWER SETTINGS.

## 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, WHEN OPERATING AT REDUCED POWER IN CONDITIONS WHICH WERE CONDUCIVE TO CARBURETOR ICE.

## Findings

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

### Findings

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

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

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

### Findings

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	23
<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>	17 hours (Total, all aircraft), 17 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N65538
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KCI ENTERPRISES, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<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>	CKB, 1203 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 170°
<b>Temperature:</b>	-1 °C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	CLARKSBURG, WV (CKB)	<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>	PAMELA S KLECKNER	<b>Adopted Date:</b>	09/04/1992
<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:pubin@ntsb.gov">pubin@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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