



National Transportation Safety Board Aviation Accident Data Summary

Location:	JONESBORO, GA	Accident Number:	ATL90LA090
Date & Time:	04/01/1990, 1815 EDT	Registration:	N37BH
Aircraft:	ALON A-2	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING THE INITIAL CLIMB AFTER TAKE OFF THE ENGINE BEGAN TO RUN ROUGHLY & THEN QUIT. A HARD LANDING WAS MADE IN A CLEARING ADJACENT TO THE RUNWAY WHEN THE PILOT INTENTIONALLY STALLED THE AIRPLANE & ALLOWED IT TO MUSH INTO THE GROUND. THE AIRPLANE WAS FUELED WITH A MIXTURE OF 100LL & AUTOMOTIVE, ACCORDING TO THE PILOT. HE ALSO STATED THAT THE CARBURETOR HEAT CHECKED NORMALLY BEFORE TAKE OFF. THE CARBURETOR HEAT WAS LEFT IN THE ON POSITION WHILE THE AIRPLANE WAS POSITIONED FOR TAKE OFF ON THE RUNWAY. THE AUTOMOTIVE FUEL STC INDICATES THAT CARBURETOR ICE WILL FORM EARLIER WITH AUTO FUEL, UNDER CONDUCIVE ATOMOSPHERIC CONDITIONS. CARBURETOR ICING CONDITIONS EXISTED AT THE TIME OF THE TAKE OFF.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER BECAUSE OF CARBURETOR ICING CONDITIONS. A FACTOR IN THE ACCIDENT WAS THE PILOT'S IMPROPER USE OF CARBURETOR HEAT.

Findings

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

Findings

1. SINGLE ENGINE AIRCRAFT
2. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
3. (F) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

Occurrence #3: HARD LANDING
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

Pilot Information

Certificate:	Private	Age:	57
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1200 hours (Total, all aircraft), 700 hours (Total, this make and model), 1150 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ALON	Registration:	N37BH
Model/Series:	A-2 A-2	Engines:	1 Reciprocating
Operator:	DAVIS, WILLIAM G.	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	C90
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ATL, 1026 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 260°
Temperature:	23° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:	(9A7)	Destination:	

Airport Information

Airport:	SOUTH EXPRESSWAY (9A7)	Runway Surface Type:	Grass/turf
Runway Used:	24	Runway Surface Condition:	Dry
Runway Length/Width:	2980 ft / 30 ft		

Wreckage and Impact Information

Crew Injuries:	1 Serious	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): SCOTT STRICKLAND Adopted Date: 09/28/1992

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.