



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FORT SCOTT, KS	<b>Accident Number:</b>	CHI91LA023
<b>Date &amp; Time:</b>	11/02/1990, 2300 CST	<b>Registration:</b>	N739VN
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

DURING A NIGHT IFR TRAINING FLIGHT, ON FINAL APPROACH THE ENGINE FAILED TO RESPOND WHEN ADDITIONAL, NEEDED THROTTLE WAS ADDED. THE CFI TOOK OVER THE CONTROLS AND TURNED TO AN ADJACENT FIELD, SHORT OF THE RUNWAY, WHERE AN EMERGENCY LANDING WAS ATTEMPTED WHICH RESULTED IN A NOSE OVER. POST ACCIDENT INVESTIGATION REVEALED THE FUEL MIXTURE CONTROL TO BE IN THE OUT, OR IDLE CUTOFF POSITION. NO DEFECTS, MALFUNCTIONS OF FUEL SHORTAGES WERE DISCOVERED, AND ENGINE RUN-UP NORMAL.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE MIXTURE CONTROL WAS SET INCORRECTLY RESULTING IN FUEL STARVATION, AND THE CHECK LIST WAS NOT FOLLOWED BY THE CFI/PIC.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) MIXTURE - IMPROPER USE OF - DUAL STUDENT
2. (C) FLUID,FUEL - STARVATION
3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND(CFI)

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER

Phase of Operation: LANDING

### Findings

4. (F) TERRAIN CONDITION - NONE SUITABLE

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	25
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	970 hours (Total, all aircraft), 230 hours (Total, this make and model), 860 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N739VN
<b>Model/Series:</b>	172 172	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MISTWOOD AVIATION INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-E2D
<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>	Night/Bright
<b>Observation Facility, Elevation:</b>	CNU, 1001 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 170°
<b>Temperature:</b>	-18°C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	FORT SCOTT (FSK)	<b>Runway Surface Type:</b>	Dirt
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Dry; Soft
<b>Runway Length/Width:</b>	4500 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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

Investigator In Charge (IIC): JOHN R HRUBAN Adopted Date: 11/09/1992

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](mailto: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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