



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GRAND HAVEN, MI	<b>Accident Number:</b>	CHI91LA038
<b>Date &amp; Time:</b>	12/02/1990, 1020 EST	<b>Registration:</b>	N7199S
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PLT SAID THAT WHILE PRACTICING STALLS THE ENGINE FAILED. AN EMERGENCY LDG WAS ATTEMPTED IN A FARM FIELD WHICH RESULTED IN A NOSE OVER. METEOROLOGICAL CONDITIONS WERE CONDUCIVE FOR CARBURETOR ICING AND POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL MALFUNCTIONS OR LACK OF FUEL.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: DELAYED APPLICATION OF CARBURETOR HEAT BY THE PIC. CONTRIBUTING FACTORS WERE CARBURETOR ICING CONDITIONS (WEATHER) AND NONE SUITABLE TERRAIN.

## Findings

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

### Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

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

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING

### Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/28/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	71 hours (Total, all aircraft), 68 hours (Total, this make and model), 17 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7199S
<b>Model/Series:</b>	150 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	15067899
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	BENAWAY, RITA	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	BENAWAY, RITA	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MKG, 628 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	0950 EST	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -9°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	(3GM)	Type of Clearance:	None
Departure Time:	0945 EST	Type of Airspace:	

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JOHN R HRUBAN	Report Date:	09/28/1992
Additional Participating Persons:	DAN CARIS		
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@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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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](#).