



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## 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

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

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	BENAWAY, RITA	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200-A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MKG, 628 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 / , 50°
<b>Temperature:</b>	1° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	(3GM)

## 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>	JOHN R HRUBAN	<b>Adopted Date:</b>	09/28/1992
<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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