



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SPRING CREEK, NC	<b>Accident Number:</b>	ATL88LA206
<b>Date &amp; Time:</b>	07/01/1988, 1250 EDT	<b>Registration:</b>	N1534V
<b>Aircraft:</b>	CESSNA 172M	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PLT REPORTED THAT THE ENGINE BEGAN TO RUN ROUGH & LOSE POWER AS THE AIRPLANE CLIMBED THROUGH 9,000 FT MSL. SHE THEN SWITCHED FUEL TANKS AND MOVED THE MIXTURE TO FULL RICH, BUT THE ENGINE CONTINUED TO LOSE POWER. CARB HEAT WAS NOT USED AT ANY TIME. A FORCED LDG WAS SUBSEQUENTLY MADE IN A FIELD WHERE THE AIRPLANE COLLIDED WITH A UTILITY POLE AND A DITCH. POST-CRASH EXAM OF THE ENGINE REVEALED NO EVIDENCE OF PREEXISTING MECHANICAL FAILURE OR MALFUNCTION. EXAMINATION OF AN ICING PROBABILITY CHART REVEALED THAT THE REPORTED WX CONDITIONS IN THE AREA WERE FAVORABLE FOR THE FORMATION OF MODERATE CARBURETOR ICING AT CRUISE POWER. THE CESSNA 172M OWNER'S MANUAL NOTES THAT A GRADUAL LOSS IN RPM AND EVENTUAL ENGINE ROUGHNESS MAY RESULT FROM THE FORMATION OF CARB ICE, AND PRESCRIBES THE USE OF CARB HEAT TO CLEAR THE ICE.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

3. OBJECT - UTILITY POLE

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Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DITCH

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	28
<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>	None
<b>Flight Time:</b>	106 hours (Total, all aircraft), 58 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 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>	N1534V
<b>Model/Series:</b>	172M 172M	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CORNERSTONE AVIATION	<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 - 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>	AVL, 2165 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 27000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 310°
<b>Temperature:</b>	23° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GREENVILLE, SC (GMU)	<b>Destination:</b>	BOWLING GREEN, KY (BWG)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<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): SCOTT STRICKLAND Adopted Date: 09/11/1989

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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