



National Transportation Safety Board Aviation Accident Final Report

Location:	HORNTOWN, OK	Accident Number:	FTW85LA303
Date & Time:	08/01/1985, 1515 CDT	Registration:	N187AR
Aircraft:	CESSNA 150M	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT EXPERIENCED AN INTERMITTENT POWER LOSS IN CRUISE FLT. THE PLT'S ATTEMPTS TO REMEDY THE PROBLEM WERE NOT SUCCESSFUL AND HE ELECTED TO EXECUTE A PRECAUTIONARY LANDING ON A ROAD. DURING THE LANDING, THE ACFT STRUCK A WIRE AND VEERED INTO TREES ALONG THE SIDE OF THE ROAD. THE PLT STATED THAT HE HAD NOT APPLIED CARB HEAT DURING THE EMERGENCY BECAUSE HE CONSIDERED CARB ICE IMPROBABLE. THE ICING PROBABILITY CHART INDICATED THE POSSIBILITY OF CARB ICING AT GLIDE AND CRUISE PWR SETTINGS. ACFT WAS FUEL WITH A MIXTURE OF AUTO GAS AND AVIATION FUEL.

Probable Cause and Findings

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: CRUISE - NORMAL

Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND
3. (C) WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

4. OBJECT - WIRE,STATIC
5. OBJECT - TREE(S)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	28, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/10/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	360 hours (Total, all aircraft), 151 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N187AR
Model/Series:	150M 150M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15077574
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	07/01/1985, Annual	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	37 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3898 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-200-A
Registered Owner:		Rated Power:	100 hp
Operator:	MICHAEL N. TRUSTY	Operating Certificate(s) Held:	None
Operator Does Business As:	AVIATION FELLOWSHIP	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MLC, 770 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	1452 CDT	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	38° C / 19° C
Precipitation and Obscuration:			
Departure Point:	SAND SPRINGS, OK (OF8)	Type of Flight Plan Filed:	None
Destination:	HUGHE COUNTY, OK	Type of Clearance:	None
Departure Time:	1130 CDT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WARREN V WANDEL	Report Date:	
Additional Participating Persons:	DON LOFTIN; OKLAHOMA CITY, OK		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).