



National Transportation Safety Board Aviation Accident Final Report

Location:	DEEPWATER, MO	Accident Number:	MKC85LA203
Date & Time:	09/01/1985, 0915 CDT	Registration:	N3943L
Aircraft:	CESSNA 172G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT WAS CRUSING AT 2,000 FT, 50 MIN AFTER TAKEOFF WHEN THE ENG BEGAN RUNNING ROUGH, LOST RPM, AND THEN QUIT. THE PLT MADE A FORCED LANDING IN A SMALL FLD AND THE COLLIDED WITH TREES DURING THE LANDING ROLL. THE INVESTIGATION, WHICH INCLUDED RUNNING THE ENG TO 1800 RPM, FAILED TO REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED LOSS OF POWER.

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(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: CRUISE - NORMAL

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

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	51, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/30/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1036 hours (Total, all aircraft), 256 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3943L
Model/Series:	172G 172G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	172-54112
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/25/1985, Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	12 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1940 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-300-D
Registered Owner:	GLENN R. SUNDERLAND	Rated Power:	145 hp
Operator:	GLENN R. SUNDERLAND	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SZL, 869 ft msl	Distance from Accident Site:	31 Nautical Miles
Observation Time:	0900 CDT	Direction from Accident Site:	15°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	23° C / 17° C
Precipitation and Obscuration:			
Departure Point:	CARTHAGE, MO (H20)	Type of Flight Plan Filed:	None
Destination:	CLINTON, MO (84K)	Type of Clearance:	None
Departure Time:	0825 CDT	Type of Airspace:	Class G

Airport Information

Airport:	UNKNOWN	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
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):	ROBERT D JOHNSON	Report Date:	
Additional Participating Persons:	A DESALME; KANSAS CITY, MO		
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 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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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](#).