



National Transportation Safety Board Aviation Accident Final Report

Location:	LAKE CITY, AR	Accident Number:	FTW83LA136
Date & Time:	03/02/1983, 1050 CST	Registration:	N7535B
Aircraft:	BELLANCA 7FC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT REPORTED THAT DURING LEVEL FLT, THE ENG LOST POWER. HE TRIED TO LAND IN AN OPEN FIELD, BUT THE ACFT STRUCK A TREE TOP APRX 35 TO 40 FT AGL, THEN CRASHED ON THE GROUND, RIGHT WING FIRST. THE PLT SUSPECTED POSSIBLE CARBURETOR ICE. THE TEMP & DEN POINT WERE 58 & 53 DEG, RESPECTIVELY. ACCORDINGLY TO ICING PROBABILITY CHARTS, SERIOUS CARBURETOR ICING COULD OCCUR AT CRUISE POWER IN FLOAT TYPE CARBURETORS.

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. (C) FUEL SYSTEM,CARBURETOR - ICE
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Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (F) OBJECT - TREE(S)
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	25, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/02/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	157 hours (Total, all aircraft), 3 hours (Total, this make and model), 137 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N7535B
Model/Series:	7FC 7FC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	7FC-39
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	08/10/1982, Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3888 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	C-90-12F
Registered Owner:	TEDDY G. QUALLS	Rated Power:	90 hp
Operator:	TEDDY G. QUALLS	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JBR, 260 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1000 CST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14° C / 12° C
Precipitation and Obscuration:			
Departure Point:	LAKE CITY, AR	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1020 CST	Type of Airspace:	Class G

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):	JEAN H DAUGHERTY	Report Date:	
Additional Participating Persons:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).