



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | IRON RIVER, MI | Accident Number: | CHI84LA001 |
| Date & Time: | 10/01/1983, 1300 CDT | Registration: | N8340M |
| Aircraft: | CESSNA 150 | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Analysis

THE PLT REPORTED THAT THE ENG LOST POWER DURING FLT DUE TO CARBURETOR ICE. HE APPLIED CARBURETOR HEAT, BUT THE ENG WOULD NOT RESTART. DURING A FORCED LANDING, THE ACFT ENCOUNTER ROUGH/UNEVEN TERRAIN & SUBSEQUENTLY NOSED OVER.

Probable Cause

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
3. (C) FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Pilot Information

| | | | |
|----------------------------------|---|------------------------------|------|
| Certificate: | Private | Age: | 38 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | | Instructor Rating(s): | |
| Flight Time: | 239 hours (Total, all aircraft), 239 hours (Total, this make and model), 199 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|---------------------------------------|--------------------------------------|-----------------------------|-----------------|
| Aircraft Make: | CESSNA | Registration: | N8340M |
| Model/Series: | 150 150 | Engines: | 1 Reciprocating |
| Operator: | DAVID GRENFELL | Engine Manufacturer: | CONTINENTAL |
| Operating Certificate(s) Held: | None | Engine Model/Series: | O-200 |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

| | | | |
|---|-------------------------|-------------------------------------|------------------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | IMT, 800 ft msl | Weather Information Source: | Weather Observation Facility |
| Lowest Ceiling: | Overcast / 7000 ft agl | Wind Speed/Gusts, Direction: | 4 knots / , 130° |
| Temperature: | 20° C | Visibility | 3 Miles |
| Precipitation and Obscuration: | | | |
| Departure Point: | IRON MOUNTAIN, MI (IMT) | Destination: | |

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 |
| Latitude, Longitude: | | | |

Administrative Information

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|--------------------------------------|--|----------------------|--|
| Investigator In Charge (IIC): | GEORGE H SEIDLEIN | Adopted 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/ . | | |

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.