



National Transportation Safety Board Aviation Accident Final Report

Location:	GEORGETOWN, KY	Accident Number:	ATL84LA060
Date & Time:	12/01/1983, 1430 EST	Registration:	N6185G
Aircraft:	CESSNA 150K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation -

Analysis

EARLIER IN THE DAY, AN ANNUAL INSPECTION HAD BEEN COMPLETED. THERE WERE NO REFUELING FACILITIES ON THE ARPT, SO THE PLT/MECHANIC DROVE TO ANOTHER LOCATION & PURCHASED A CAN OF GASOLINE (6 GALS) WHICH HE ADDED TO THE TANKS. HE THEN STARTED THE ENG & SATISFACTORILY COMPLETED A TEST FLT. AT ABOUT 1425 EST, A POTENTIAL BUYER WAS BOARDED & A DEMONSTRATION FLT WAS BEGUN. DURING THE INITIAL CLIMB, AT ABOUT 300 FT AGL, THE ENG BEGAN SPATTERING. THE PLT TRIED TO RETURN TO THE RWY, BUT THE ENG LOST ALL POWER. DURING A FORCED LANDING, THE ACFT COLLIDED WITH A FENCE. THE FUEL SYS WAS CHECKED & APPEARED TO OPERATE NORMALLY. NOTHING WAS FOUND IN THE GASCOLATOR OR FUEL SCREEN TO BLOCK THE FUEL FLOW. THE PLT SUSPECTED THAT ICE MAY HAVE FORMED IN A LOW POINT IN THE FUEL PLUMBING THAT COULD NOT BE DRAINED. HOWEVER, THE TEMP ROSE ABOVE FREEZING ABOUT 2.4 HRS BEFORE THE FLT. WATER WAS DRAINED FROM A T-FITTING THAT ACTED AS A SUMP, BUT COULD ONLY BE DRAINED BY REMOVING A PLUG.

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
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING

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

Findings

2. (F) OBJECT - FENCE

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	Balloon	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/02/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 2100 hours (Total, this make and model), 4400 hours (Pilot In Command, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6185G
Model/Series:	150K 150K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15071685
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/01/1983, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4054 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-200A
Registered Owner:	WESLEY B. WITT	Rated Power:	100 hp
Operator:	JAMES E. POE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LEX, 980 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	1452 EST	Direction from Accident Site:	190°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	3°C / -6°C
Precipitation and Obscuration:			
Departure Point:	GEORGETOWN, KY (I33)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1430 EST	Type of Airspace:	Class G

Airport Information

Airport:	MARSHALL FIELD (I33)	Runway Surface Type:	Grass/turf
Airport Elevation:	879 ft	Runway Surface Condition:	Dry
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):	CHARLES T FOUTS	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 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](#).