



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	GEORGETOWN, KY	<b>Accident Number:</b>	ATL84LA060
<b>Date &amp; Time:</b>	12/01/1983, 1430 EST	<b>Registration:</b>	N6185G
<b>Aircraft:</b>	CESSNA 150K	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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 SPUTTERING. 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

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  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING  
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Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
2. (F) OBJECT - FENCE

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Balloon	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6185G
<b>Model/Series:</b>	150K 150K	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAMES E. POE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200A
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	LEX, 980 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 270°
<b>Temperature:</b>	3°C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	GEORGETOWN, KY (I33)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	MARSHALL FIELD (I33)	<b>Runway Surface Type:</b>	Grass/turf
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): CHARLES T FOUTS

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](mailto: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.