



National Transportation Safety Board Aviation Accident Data Summary

Location:	Washington, OK	Accident Number:	FTW01LA113
Date & Time:	05/03/2001, 1300 CDT	Registration:	N9696B
Aircraft:	Cessna 172RG	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

According to the flight instructor and pilot receiving instruction, the student was demonstrating a commercial flight maneuver, at 2,100 feet agl, when they smelled an odor similar to "electrical burning." The instructor told the student to terminate the maneuver and return to the airport. While the student was terminating the maneuver, visible smoke appeared in the cabin, and heat was felt coming from beneath the instrument panel. The instructor assumed control of the airplane. The engine was shut down and a forced landing was executed to a field. During the landing, the airplane encountered soft terrain, nosed over and came to rest inverted. A plastic hydraulic reservoir, from the hydraulic power pack, was found melted and laying on the cockpit floor. The hydraulic power pack was examined and functionally tested at Aero Electric Inc., Wichita, Kansas, under supervision of the FAA. According a report from Aero Electric, the power pack and its related components operated within manufacturer's specifications.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the in-flight fire for an undetermined reason, which resulted in a forced landing. A contributory factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: FIRE

Phase of Operation: MANEUVERING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. ENGINE SHUTDOWN - INTENTIONAL - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SOFT
5. (F) TERRAIN CONDITION - NONE SUITABLE

Pilot Information

Certificate:	Flight Instructor	Age:	24
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	580 hours (Total, all aircraft), 170 hours (Total, this make and model), 500 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Student Pilot Information

Certificate:	Private	Age:	26
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	None
Flight Time:	205 hours (Total, all aircraft), 5 hours (Total, this make and model), 110 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9696B
Model/Series:	172RG	Engines:	1 Reciprocating
Operator:	Airman Flight School Inc.	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-F1A6
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OUN, 1182 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	16 knots / , 160°
Temperature:	26° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Norman, OK (OUN)	Destination:	

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Jason A Ragogna

Adopted Date: 11/14/2001

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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