



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Sheldon, IA	<b>Accident Number:</b>	CHI01LA303
<b>Date &amp; Time:</b>	09/01/2001, 1825 CDT	<b>Registration:</b>	N5593E
<b>Aircraft:</b>	Cessna 172N	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The airplane experienced a rough running engine 1/4 mile from the approach end of runway 33 (4,199 feet by 75 feet, concrete) at an altitude of 1,581 feet above the airport. The pilot reported being too high and fast while landing on runway 33 with 20 degrees of flaps, so he executed a go around which was then followed by a total loss of engine power. The airplane landed in a dry corn field and came to rest inverted. The private pilot had a total flight time of 119 hours. The Flight Training Handbook cites techniques for performing an emergency landing and also states that the eagerness to get down is one of the most common faults of inexperienced pilots during simulated forced landings resulting in excessive speed to permit a safe landing. Examination of the engine revealed an ingested exhaust valve from the number two cylinder.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the in-flight planning/decision and proper touchdown point not attained by the pilot. Contributing factors were the ingested exhaust valve and lack of experience of the pilot.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: APPROACH  
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation: GO-AROUND (VFR)  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

1. (F) ENGINE ASSEMBLY, VALVE, EXHAUST - INGESTED
  2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
  3. (F) LACK OF EXPERIENCE - PILOT IN COMMAND
  4. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #4: NOSE OVER  
Phase of Operation: EMERGENCY LANDING

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	119 hours (Total, all aircraft), 119 hours (Total, this make and model), 42 hours (Pilot In Command, all aircraft), 27 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5593E
<b>Model/Series:</b>	172N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Midwest Flying Service Inc.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	O-320-H2AD
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SHL, 1419 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 160°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Des Moines, IA (DSM)	<b>Destination:</b>	Sheldon, IA (SHL)

## Airport Information

<b>Airport:</b>	Sheldon Municipal (SHL)	<b>Runway Surface Type:</b>	Concrete
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>	4199 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<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): Mitchell F Gallo

Adopted Date: 01/23/2002

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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