



National Transportation Safety Board Aviation Accident Data Summary

Location:	Poughkeepsie, NY	Accident Number:	IAD05LA029
Date & Time:	01/01/2005, 1745 EST	Registration:	N7180Q
Aircraft:	Cessna 172L	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After takeoff, the pilot completed one traffic pattern, performed a touch-and-go landing, and was on climb-out when the engine stopped producing power about 200 feet above ground level. As the pilot maneuvered it back towards the airport, the airplane struck a tree and a fence on the airport perimeter. Post-crash examination revealed that the gascolator drain valve would not actuate, and would not drain fuel. The bowl was removed, and it contained water, rust, and debris, with a thin film of fuel on top. The carburetor was drained, and the mixture collected was about 50 percent fuel, and 50 percent water. The contents of the left fuel tank could not be examined due to impact damage and the disposition of the wreckage. Fuel drained from the right tank contained water. After the airplane was recovered, a can of aviation gasoline was plumbed into the airplane's fuel system. The engine started immediately, and ran continuously without interruption.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight, which resulted in a loss of engine power due to fuel contamination.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLUID,FUEL - CONTAMINATION,WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. OBJECT - FENCE

Pilot Information

Certificate:	Commercial	Age:	56
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	3446 hours (Total, all aircraft), 504 hours (Total, this make and model), 1000 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N7180Q
Model/Series:	172L	Engines:	1 Reciprocating
Operator:	BROWN AVIATION LLC	Engine Manufacturer:	Textron Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A4M
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	POU, 165 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 360°
Temperature:	4° C / -3° C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	POUGHKEEPSIE, NY (POU)	Destination:	

Airport Information

Airport:	DUTCHESS COUNTY (POU)	Runway Surface Type:	Asphalt
Runway Used:	6	Runway Surface Condition:	Dry
Runway Length/Width:	5001 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Brian C Rayner	Adopted Date:	04/28/2005
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.