



National Transportation Safety Board Aviation Accident Data Summary

Location:	Syracuse, UT	Accident Number:	WPR11LA362
Date & Time:	08/01/2011, 2105 MDT	Registration:	N235GW
Aircraft:	CESSNA 172S	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during cruise flight, the engine started running rough and began losing power. The pilot manipulated the throttle and mixture controls, but the engine continued losing power. All engine power was lost on approach during the forced landing to an alfalfa field, and the airplane nosed over during the landing roll. The engine had received a factory major overhaul and was installed in the airplane about 14 operational hours before the accident. Since installation, it had not received any maintenance. Postaccident examination of the engine found that the B-nut fitting on the fuel supply hose that goes from the fuel injection servo to the distribution spider was loose, which caused a fuel starvation-induced loss of engine power. No other mechanical malfunctions or failures were identified that would have precluded normal operation.

Flight Events

Enroute-cruise - Loss of engine power (partial)
Approach-VFR pattern final - Loss of engine power (total)
Emergency descent - Off-field or emergency landing
Landing-landing roll - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the maintenance technicians who installed the engine to properly tighten the fuel injection servo to a spider supply line, which caused a loss of engine power due to fuel starvation.

Findings

Aircraft-Aircraft power plant-Engine fuel and control-Fuel distribution-Incorrect service/maintenance - C
Personnel issues-Task performance-Maintenance-Installation-Maintenance personnel - C

Pilot Information

Certificate:	Private	Age:	48
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	560 hours (Total, all aircraft), 510 hours (Total, this make and model), 510 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N235GW
Model/Series:	172S	Engines:	1 Reciprocating
Operator:	Leading Edge Aviation	Engine Manufacturer:	LYCOMING
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-360-L2A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Night	Wind Speed/Gusts, Direction:	5 knots, 315°
Temperature:	21°C / 13°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Salt Lake City, UT (SLC)	Destination:	Ogden, UT (OGD)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Wayne R Pollack	Adopted Date:	02/12/2013
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81365		

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.