



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Wellsville, UT	Accident Number:	WPR13LA108
Date & Time:	02/02/2013, 1350 MST	Registration:	N8125T
Aircraft:	CESSNA 175B	Injuries:	5 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during a climb to cruise flight, he observed the engine rpm suddenly reduce, and he immediately applied carburetor heat. The pilot stated that the engine rpm increased for about 3 seconds before it decreased again. The pilot began troubleshooting the engine and performing the emergency landing checklist. The pilot stated that when he turned the ignition switch off and back on, the engine backfired once; however, the engine rpm remained at 1,000. He initiated a forced landing to an open, snow-covered field. During the landing roll, the airplane nosed over. A postaccident examination of the airframe and engine revealed no evidence of mechanical malfunctions or failures that would have precluded normal operation. The carburetor was disassembled and examined internally. The carburetor float bowl contained a liquid consistent with fuel, which tested positive for water using water-finding paste.

A local reporting station recorded the temperature at 25 degrees Fahrenheit and dew point at 19 degrees Fahrenheit. The reported weather conditions were conducive to carburetor icing at glide and cruise power. Given the sudden loss of engine rpm before and the rise in engine rpm following the application of carburetor heat, it is likely that carburetor ice was the reason for the loss of engine power.

Flight Events

Enroute-cruise - Loss of engine power (partial)

Landing - 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:
A loss of engine power during cruise flight due to carburetor ice.

Findings

Aircraft-Aircraft power plant-Engine fuel and control-Fuel control/carburetor-Capability exceeded - C
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Contributed to outcome - C

Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	318 hours (Total, all aircraft), 53 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N8125T
Model/Series:	175B	Engines:	1 Reciprocating
Operator:	Lynn Goodsell	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-360-A1B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	LGU, 4457 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:	Calm
Temperature:	-4° C / -7° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Logan, UT	Destination:	Logan, UT

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	08/07/2013
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=86122		

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