



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Apalachicola, FL	<b>Accident Number:</b>	ERA14LA374
<b>Date &amp; Time:</b>	08/01/2014, 1320 EDT	<b>Registration:</b>	N5276U
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The commercial pilot reported that the accident flight was the first flight since maintenance was performed after water was found in the fuel system. The pilot performed a preflight, sumped the fuel tanks with no water noted, and conducted an engine run-up with no anomalies noted. After takeoff, the pilot performed one circuit in the traffic pattern, and, during the final approach, he chose to perform a go-around. He applied full throttle, and the airplane began to climb, but the engine then lost total power. He subsequently turned the fuel pump on, applied carburetor heat, and began to “pump” the throttle. The engine started but then lost total power again. The pilot restarted the engine two more times, but, after it lost power again, he chose to perform a forced landing to a marsh, which resulted in substantial damage to the fuselage.

A postaccident examination of the engine confirmed engine continuity from the propeller flange to the engine’s accessory section, and an engine test run was performed with no anomalies noted. The left tank fuel line to the engine was found partially blocked with “fresh” sealant-type material. However, a review of the maintenance records found no entries indicating when the sealant was applied to the fuel tank. The fuel selector was found in the “both” position. Given that the sealant was only partially blocking the fuel line and that both fuel tanks were feeding the engine, the blockage likely would not have affected the engine power.

Although the weather conditions were conducive to the accumulation of serious carburetor icing at glide power at the time of the accident and the total loss of engine power occurred after the engine had been operating at a low-power setting for the descent on final approach, the investigation could not determine whether carburetor ice caused the total loss of engine power.

## Flight Events

Approach-VFR go-around - Loss of engine power (total)

Emergency descent - Off-field or emergency landing

Landing-flare/touchdown - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power for reasons that could not be determined during postaccident examination and testing.

## Findings

Environmental issues-Physical environment-Terrain-Wet/muddy-Contributed to outcome

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to

carburetor icing-Decision related to condition

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	50
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	1264 hours (Total, all aircraft), 118 hours (Total, this make and model), 1227 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 39 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N5276U
<b>Model/Series:</b>	172 RG	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	C.A.M.S Flight School	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O&VO-360 SER
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	AAF, 19 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	4 knots, Variable
<b>Temperature:</b>	28°C / 21°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Apalachicola, FL (AAF)	<b>Destination:</b>	Apalachicola, FL (AAF)

## Airport Information

<b>Airport:</b>	APALACHICOLA REGIONAL (AAF)	<b>Runway Surface Type:</b>	N/A
<b>Runway Used:</b>	24	<b>Runway Surface Condition:</b>	Vegetation
<b>Runway Length/Width:</b>	5271 ft / 150 ft		

## Wreckage and Impact Information

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

