



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Neillsville, WI	Accident Number:	CEN15LA217
Date & Time:	05/02/2015, 0900 CDT	Registration:	N8558G
Aircraft:	CESSNA 150F	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot reported that the engine start and run-up were normal. About 20 minutes after takeoff for the personal cross-country flight, the engine power decreased to idle. The pilot applied the carburetor heat, and the engine regained cruise power. About 2 minutes later, he turned the carburetor heat off. The engine continued to produce cruise power for about 4 minutes before it again decreased to idle. The pilot reapplied carburetor heat, and the engine power increased for about 1 minute before dropping back to idle. The pilot cycled the carburetor heat and verified the position of the engine and fuel controls, but he was unable to regain engine power. The airplane contacted trees shortly after touching down in a field.

A postaccident examination of the airplane and engine did not reveal any mechanical failures or malfunctions that would have precluded normal operation. Although the weather conditions were conducive for the formation of carburetor ice at glide power settings, the engine was set at cruise power when the initial loss of engine power occurred, and the application of carburetor heat did not regain the engine power. The airplane departed with about 10 gallons of fuel onboard. The flight lasted about 40 minutes, and the airplane consumes about 6 gallons per hour, which would have left about 6 gallons of fuel on board at the time of the accident, 3.5 gallons of which were unusable. The postaccident examination revealed that fuel was onboard the airplane. The investigation could not determine the reason for the loss of engine power.

Flight Events

Enroute-cruise - Loss of engine power (partial)
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A partial loss of engine power for reasons that could not be determined because a postaccident examination of the airframe and engine did not reveal any anomalies that would have precluded normal operation.

Findings

Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to

outcome

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

Pilot Information

Certificate:	Private	Age:	50
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	475 hours (Total, all aircraft), 370 hours (Total, this make and model), 475 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N8558G
Model/Series:	150F	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-200
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MFI, 1278 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:	10 knots, 240°
Temperature:	17° C / 4° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Wausau, WI (AUW)	Destination:	Neillsville, WI (VIQ)

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):	Pamela S Sullivan	Adopted Date:	11/29/2016
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91123		

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.