



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Ferdinand, IN	<b>Accident Number:</b>	CEN18TA233
<b>Date &amp; Time:</b>	06/18/2018, 2245 EDT	<b>Registration:</b>	N3002X
<b>Aircraft:</b>	CESSNA 150F	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot and passenger were on a cross-country personal flight at 2,500 ft mean sea level and were about 15 miles north of their destination airport. They began the descent, and during the descent, the engine sputtered, followed by a total loss of power. The pilot attempted to troubleshoot the loss of power but was unsuccessful; however, he did not apply carburetor heat during the troubleshooting. Subsequently, the pilot made a forced landing to a parking lot. During the landing roll, the airplane impacted an embankment and nosed over.

Postaccident examination of the airplane revealed that fuel was present in the fuel tanks and the fuel lines to the carburetor. Examination revealed no evidence of any preimpact mechanical failures or malfunctions that would have precluded normal operation. Weather conditions at the time of the accident were conducive to the accumulation of serious carburetor icing at glide power settings. It is likely that, during the descent, carburetor ice accumulated due to the pilot's failure to apply carburetor heat, which resulted in the loss of engine power.

## Flight Events

Approach - Loss of engine power (total)  
Approach - Attempted remediation/recovery  
Landing - Off-field or emergency landing  
Landing - Nose over/nose down

## Probable Cause

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

The pilot's failure to apply carburetor heat in conditions conducive to the accumulation of carburetor icing, which resulted in a total loss of engine power.

## Findings

Aircraft-Aircraft systems-Ice/rain protection system-Intake anti-ice, deice-Not used/operated - C  
 Personnel issues-Action/decision-Action-Lack of action-Pilot - C  
 Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on equipment - C  
 Environmental issues-Physical environment-Terrain-Sloped/uneven terrain-Contributed to outcome

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	52
<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>	None
<b>Flight Time:</b>	1009 hours (Total, all aircraft), 48 hours (Total, this make and model), 947 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3002X
<b>Model/Series:</b>	150F F	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Continental Motors
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-200A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	KHNB, 529 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	3 knots / , 200°
<b>Temperature:</b>	26° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Mosinee, WI (CWA)	<b>Destination:</b>	Tell City, IN (TEL)

## Airport Information

<b>Airport:</b>	Huntingburg (HNB)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Unknown
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	38.220556, -86.873056 (est)		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Joshua D Lindberg	<b>Adopted Date:</b>	02/05/2019
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97528">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97528</a>		

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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.