



Aviation Investigation Final Report

Location:	FORT ATKINSON, Wisconsin	Accident Number:	CHI89DEP06
Date & Time:	July 2, 1989, 19:00 Local	Registration:	N1271H
Aircraft:	AERONCA 15AC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING FLIGHT, THE ENGINE LOST POWER. SUBSEQUENTLY, THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN TREES. AN INVESTIGATION REVEALED WATER IN THE FUEL TANK AND CARBURETOR. AFTER DRAINING THE CARBURETOR AND FUEL TANK AND ADDING FUEL, THE ENGINE WAS SUCCESSFULLY RUN FOR 1 MINUTE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: WATER CONTAMINATION OF THE FUEL AND THE PILOT'S INADEQUATE PREFLIGHT. FACTORS RELATED TO THE ACCIDENT WERE: LACK OF SUITABLE TERRAIN FOR A FORCED LANDING & TREES.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: MANEUVERING

Findings

1. (C) FLUID,FUEL - WATER
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. (F) OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Private	Age:	42, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	June 2, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	280 hours (Total, all aircraft), 276 hours (Total, this make and model), 242 hours (Pilot In Command, all aircraft), 53 hours (Last 90 days, all aircraft), 41 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N1271H
Model/Series:	15AC 15AC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	284
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	September 27, 1988 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3430 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-300
Registered Owner:	ROBERT M JONES	Rated Power:	145 Horsepower
Operator:	ROBERT M. JONES	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	JVL ,808 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	18:51 Local	Direction from Accident Site:	215°
Lowest Cloud Condition:	Scattered / 5000 ft AGL	Visibility	6 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	COTTAGE GROVE , WI (52C)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	18:25 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	42.919521,-88.839202(est)

Administrative Information

Investigator In Charge (IIC):	Clark, Michael
Additional Participating Persons:	KEN TENPENNY; MILWAUKEE , WI
Original Publish Date:	June 28, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=14208

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).