



Aviation Investigation Final Report

Location:	SAN ANGELO, Texas	Accident Number:	FTW96LA127
Date & Time:	February 21, 1996, 17:28 Local	Registration:	CGROA
Aircraft:	Cessna 175A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while the airplane was on final, he noticed he was getting too low so he added power. When the throttle was advanced, the engine lost power, and a restart was not possible. The airplane came to rest in a marshy area 400 feet short of the runway. The reason for the loss of engine power could not be determined.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power for undetermined reasons. A factor was the unsuitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY LANDING

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

2. (F) TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - SOFT

Factual Information

On February 21, 1996, at 1728 central standard time, a Cessna 175A, Canadian registration CGROA, was substantially damaged during a forced landing near San Angelo, Texas. The private pilot and his passenger were not injured. The airplane was being operated as a personal flight under Title 14 CFR Part 91 at the time of the occurrence. The flight originated in Brownsville, Texas, at 1440. Visual meteorological conditions prevailed, and no flight plan was filed.

The airplane was on final for runway 21 at Mathis Field Airport. The pilot reported that when the airplane was about 1 mile from the runway, he found himself "getting low and applied power to get back on track. The engine paused and then sputtered." He further reported that a restart was not possible. The airplane came to rest inverted in a marshy area 400 feet short of the runway. The outboard leading edge of the right wing was damaged, the nose landing gear separated from the fuselage, and the firewall skin was torn.

Examination of the engine by the FAA inspector did not reveal any anomalies that could have prevented normal operation, and the reason for the loss of engine power could not be determined.

Pilot Information

Certificate:	Private	Age:	20, 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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 9, 1995
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	120 hours (Total, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	CGROA
Model/Series:	175A 175A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	56244
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 29, 1995 Annual	Certified Max Gross Wt.:	2350 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	GO-300-C
Registered Owner:	KLAIBER LAND AND CATTLE CO.	Rated Power:	175 Horsepower
Operator:	JEFF KLAIBER	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BROWNSVILLE , TX (BRO)	Type of Flight Plan Filed:	None
Destination:	(SJT)	Type of Clearance:	None
Departure Time:	14:40 Local	Type of Airspace:	Class D

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.610401,-100.550361(est)

Administrative Information

Investigator In Charge (IIC):	Gamble, William
Additional Participating Persons:	RAMON BARRERA; SAN ANTONIO , TX
Original Publish Date:	November 25, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=19767

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