



# Aviation Investigation Final Report

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<b>Location:</b>	AINSWORTH, Nebraska	<b>Accident Number:</b>	MKC89LA056
<b>Date &amp; Time:</b>	January 29, 1989, 13:45 Local	<b>Registration:</b>	N4843G
<b>Aircraft:</b>	CESSNA 172	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

THE PVT PLT SAID HE WAS ATTEMPTING TO LAND ON RUNWAY 30, WITH A 40 DEGREE LEFT CROSSWIND OF ABOUT 15 KNOTS. DISSATISFIED WITH HIS APPROACH, HE ELECTED TO GO-AROUND BEFORE TOUCHDOWN. AFTER ESTABLISHING A POSITIVE RATE OF CLIMB AND ATTAINING ABOUT 150 FEET AGL, HE SAID THE ENGINE FAILED. HE WENT THROUGH NORMAL EMERGENCY PROCEDURES IN AN EFFORT TO RESTART THE ENGINE WITHOUT SUCCESS. HE ATTEMPTED TO LAND ON A ROUGH FARM FIELD, BUT SAID HE FELT HE HAD LET HIS AIRSPEED DETERIORATE AND THE AIRCRAFT MUSH-STALLED COLLIDING WITH THE TERRAIN. POST ACCIDENT INVESTIGATION AND ENGINE RUN UP FAILED TO REVEAL THE CAUSE OF ENGINE FAILURE. THE CARBURETOR AND HEAT BOX WERE DESTROYED BY THE IMPACT SO A REPLACEMENT CARBURETOR HAD TO BE FITTED FOR THE RUNUP. THERE WAS NO EVIDENCE OF FUEL CONTAMINATION OR STARVATION/EXHAUSTION. METEOROLOGICAL CONDITIONS WERE NOT CONDUCIVE FOR CARBURETOR ICING. THE PLT HAD BEEN WELL TRAINED IN THE USAGE OF CARBURETOR LEANING TECHNIQUES AND CARBURETOR HEAT CONTROL USAGE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE LOSS OF POWER FROM UNDETERMINED REASONS DURING AN ATTEMPTED GO-AROUND. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE AND THE CROSSWIND CONDITIONS.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (F) COMPENSATION FOR WIND CONDITIONS - NOT CORRECTED - PILOT IN COMMAND
3. (F) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER

Phase of Operation: GO-AROUND (VFR)

Findings

4. (F) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #3: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

5. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	August 12, 1987
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	79 hours (Total, all aircraft), 41 hours (Total, this make and model), 51 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4843G
<b>Model/Series:</b>	172 172	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17273390
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 8, 1989 100 hour	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	27 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7357 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-360-A4M
<b>Registered Owner:</b>	ALLIANCE AVIATION, INC.	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ANW ,2587 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	11:51 Local	<b>Direction from Accident Site:</b>	200°
<b>Lowest Cloud Condition:</b>	Scattered / 10000 ft AGL	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	260°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	6°C / -5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ALLIANCE , NE (AIA )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:38 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	AINSWORTH ANW	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	2587 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5500 ft / 75 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	42.540405,-99.849555(est)

## Administrative Information

**Investigator In Charge (IIC):** Hruban, John

**Additional Participating Persons:** EILEEN VAN LENT;

**Original Publish Date:** September 28, 1990

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=34749>

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