



Aviation Investigation Final Report

Location:	SLIPPERY ROCK, Pennsylvania	Accident Number:	NYC90LA045
Date & Time:	January 3, 1990, 14:30 Local	Registration:	N4636E
Aircraft:	AERONCA 11CC	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ENGINE EXPERIENCED A POWER LOSS DUE TO CARBURETOR ICE ABOUT 5 MINUTES AFTER TAKEOFF AT AN ALTITUDE OF 800 FEET AGL AND THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT FOR A LANDING. REALIZING HE WOULD NOT MAKE THE AIRPORT, THE PILOT TURNED THE AIRPLANE 90 DEGREES TO THE RIGHT AND THE AIRPLANE STALLED AT 30 FEET AND STRUCK THE ROAD. ON IMPACT THE PILOT WAS THROWN OUT, HOWEVER HE WAS NOT INJURED. THE FAA EXAMINED THE AIRPLANE AND COULD FIND NO INDICATION OF A MECHANICAL FAILURE. THEY REPORTED THE TOP SPARK PLUGS WERE SOOTY AND THE FUEL TANKS CONTAINED AVIATION GASOLINE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF AIRSPEED AND AN INADVERTENT STALL BY THE PILOT DURING AN ATTEMPTED RETURN TO THE AIRPORT, FOLLOWING A POWER LOSS DUE TO CARBURETOR ICE.

Findings

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

Findings

1. SINGLE ENGINE AIRCRAFT
2. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

3. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: DESCENT - EMERGENCY

Findings

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
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--no waivers/lim.	Last FAA Medical Exam:	January 5, 1988
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	517 hours (Total, all aircraft), 35 hours (Total, this make and model), 3 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	AERONCA	Registration:	N4636E
Model/Series:	11CC 11CC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	11CC-271
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1900 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-85-8
Registered Owner:	WILLIAM J. RAYNER	Rated Power:	85 Horsepower
Operator:		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:	14:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Overcast / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:30 Local	Type of Airspace:	

Airport Information

Airport:	FLYING ACRES OPN1	Runway Surface Type:	Asphalt
Airport Elevation:	1244 ft msl	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	2100 ft / 200 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	41.070297,-80.060005(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	TOM MAHONEY; WEST MIFFLIN , PA
Original Publish Date:	September 28, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36594

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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](#).