



# Aviation Investigation Final Report

<b>Location:</b>	DELAWARE, Ohio	<b>Accident Number:</b>	NYC91LA146
<b>Date &amp; Time:</b>	June 1, 1991, 20:00 Local	<b>Registration:</b>	N2858N
<b>Aircraft:</b>	CESSNA 120	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

AT ABOUT 30 FEET ABOVE THE GROUND AFTER A TOUCH AND GO LANDING, THE ENGINE LOST POWER. THE PILOT PULLED CARBURETOR HEAT AND THE ENGINE POWER RESUMED MOMENTARILY, THEN POWER WAS LOST AGAIN. HE PERFORMED A FORCED LANDING IN TREES. THE TEMPERATURE WAS 85 DEGREES F AND DEW POINT 69 DEGREES F. THIS TEMPERATURE/DEW POINT COMBINATION WAS CONDUCTIVE TO CARBURETOR ICING.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CARBURETOR ICE AND THE PILOT IN COMMAND'S IMPROPER USE OF CARBURETOR HEAT. A FACTOR IN THE ACCIDENT WAS THE CARBURETOR ICING CONDITIONS.

## Findings

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

### Findings

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM,CARBURETOR - ICE
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

4. OBJECT - TREE(S)

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	40, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Unknown
<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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 3, 1991
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	750 hours (Total, all aircraft), 500 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N2858N
<b>Model/Series:</b>	120 120	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	13119
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 2, 2000 Unknown	<b>Certified Max Gross Wt.:</b>	1450 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	C-85-12F
<b>Registered Owner:</b>	DAVID H. BIRCH	<b>Rated Power:</b>	85 Horsepower
<b>Operator:</b>	DAVID H. BIRCH	<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>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	135°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	29°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	20:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	DELAWARE DL2	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	950 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	
<b>Runway Length/Width:</b>	3500 ft / 50 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.290531,-83.080856(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	JAY C WILKINS; COLUMBUS , OH
<b>Original Publish Date:</b>	March 31, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=36934">https://data.nts.gov/Docket?ProjectID=36934</a>

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