



Aviation Investigation Final Report

Location:	WINTER HAVEN, Florida	Accident Number:	ATL97LA040
Date & Time:	February 9, 1997, 11:15 Local	Registration:	N6679F
Aircraft:	Cessna 150F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot was on his second solo flight, after having flown a dual flight with his instructor. While downwind on a second approach for landing, the student noted the airplane seemed to be performing differently. After turning final, the student noticed he was 'somewhat low for usual or desired glide path.' After advancing the throttle and getting no response, he realized he would not reach the runway, and decided to land in a nearby lake. A subsequent examination of the airplane showed that the carburetor heat was in the cold position and that the mixture control was in the idle cut-off position.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the student pilot's inadvertent movement of the mixture control to idle cut-off during the approach to land, which resulted in engine shut-down, and the student's failure to follow emergency procedures for restarting the engine.

Findings

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

Findings

1. (C) MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. (C) ENGINE SHUTDOWN - INADVERTENT - PILOT IN COMMAND

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

Findings

3. (C) EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #3: DITCHING
Phase of Operation: EMERGENCY LANDING

Findings

4. TERRAIN CONDITION - WATER

Factual Information

On February 9, 1997, about 1115 eastern standard time, a Cessna 150F, N6679F, collided with a lake during final landing approach to the Winter Haven's Gilbert Airport, Winter Haven, Florida. The airplane was operated under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions prevailed. A flight plan was not filed for the solo, instructional flight. There were no injuries to the student pilot, and the airplane was substantially damaged. Origination of the flight was Winter Haven, about 1100, on the same day.

According to the operator, the student pilot had flown a dual flight on the previous day. He then flew another dual flight on the morning of the accident, and was sent out for his second solo flight. After one circuit in the landing pattern, while on the second landing approach of the solo flight, the engine did not respond to increased throttle movement. The student pilot stated he "noticed some difference in the craft on left base leg of runway 4." When he turned final for runway 4, he noticed that he was "somewhat low for usual or desired glide path and began applying power. The craft did not respond." The pilot then stated he applied full power, and the airplane still did not respond to the power. At this point, the student stated he realized he would not make the runway and ditched the airplane in a lake. The airplane nosed over in the water.

An FAA inspector examined the airplane and found damage to the lower cowling, the right wing, and the right aileron. He also noted that the throttle was in the full open position, properly connected, and operating normally. The mixture control was found in the idle-cutoff position, properly connected, and operating normally. Also, the carburetor heat was found in the cold position, properly connected, and operating normally.

Pilot Information

Certificate:	Student	Age:	52, Male
Airplane Rating(s):	None	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:	December 17, 1996
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	25 hours (Total, all aircraft), 25 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6679F
Model/Series:	150F 150F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	15063279
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 20, 1996 100 hour	Certified Max Gross Wt.:	1600 lbs
Time Since Last Inspection:	99 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2989 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	TOM MCGHEE AIRCRAFT, INC	Rated Power:	100 Horsepower
Operator:	TONY CONTI	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:	GIF, 146 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	10:51 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	21°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(GIF)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	GILBERT GIF	Runway Surface Type:	Asphalt
Airport Elevation:	146 ft msl	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	5006 ft / 100 ft	VFR Approach/Landing:	Forced landing; Traffic pattern

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:	

Administrative Information

Investigator In Charge (IIC): Hicks, Preston

Additional Participating Persons: DALE NODORFT;
REGAN H CAMPBELL;

Original Publish Date: December 15, 1997

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=3822>

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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](#).