



Aviation Investigation Final Report

Location:	MOUNTAIN CITY, Tennessee	Accident Number:	ATL99LA119
Date & Time:	August 27, 1999, 15:00 Local	Registration:	N7566M
Aircraft:	Cessna 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that after completing a normal preflight inspection of the airplane, he rolled the airplane out of the hangar for the flight. A normal engine run-up was completed, and the initial takeoff to climb was also normal. Shortly after liftoff, the pilot reported a loss of engine power. The pilot selected a corn field on the departure end of the runway for an emergency landing. After landing in the field, the airplane collided with a fence and flipped inverted. The examination of the airplane and engine assembly failed to disclose a component failure. However, during the examination of the fuel system, a wasp nest was found in the fuel system vent.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A blocked fuel system vent that resulted in fuel starvation and the complete loss of engine power.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) FUEL SYSTEM, VENT - BLOCKED(TOTAL)
2. (C) FLUID, FUEL - STARVATION

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings
3. OBJECT - FENCE

Factual Information

On August 27, 1999, at 1500 eastern daylight time, a Cessna 175, N7566M, collided with a fence during a forced landing in a corn field following a complete loss of engine power in Mountain City, Tennessee. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The airplane sustained substantial damage. The private pilot received serious injuries, and his passenger received minor injuries. The flight initially departed Johnson County Airport in Mountain City, Tennessee, at 1455.

The pilot reported that after completing a normal preflight of the airplane, he rolled the airplane out of the hangar for the flight. A normal engine run-up was completed, and the initial takeoff to climb was also normal. Shortly after liftoff from runway 24, the pilot reported a loss of engine power. The pilot selected a corn field on the departure end of runway 24 for an emergency landing. After landing in the field, the airplane collided with a fence and flipped inverted.

The examination of the airplane and engine assembly failed to disclose a component failure. However, during the examination of the fuel system, a wasp nest was found in the fuel system vent.

Pilot Information

Certificate:	Private	Age:	61, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	750 hours (Total, all aircraft), 750 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7566M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55866
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 30, 1999 Annual	Certified Max Gross Wt.:	2400 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3413 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-360
Registered Owner:	ROGER M. WINEBARGER	Rated Power:	180 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:	TRI ,1519 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(6A4)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOHNSON COUNTY AIRPORT A64	Runway Surface Type:	Asphalt
Airport Elevation:	2400 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	36.469459,-81.799674(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	JIM MATTHEWS; NASHVILLE , TN
Original Publish Date:	November 2, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=47222

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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](#).