Aviation Investigation Final Report

Location:	Austin, Texas	**Accident Number:**	DFW07CA112
Date & Time:	May 10, 2007, 18:46 Local	**Registration:**	N2209C
Aircraft:	Cessna 180	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot experience a complete loss of engine power while the airplane was established on the base leg of the traffic pattern at his destination airport. The 337-nautical mile flight originated in another state about 3 hours earlier. The 300-hour private pilot elected to execute a forced landing to a golf course; however, shortly before touchdown, the tailwheel-equipped airplane collided with mature trees and subsequently impacted the ground. The airplane came to rest in the upright position and the pilot and both passengers were able to exit the airplane unassisted. An examination of the airplane's engine by a Federal Aviation Administration (FAA) inspector did not revealed any pre-impact anomalies or discrepancies. Additionally, aviation fuel was present at the accident site. The pilot, who reported having accumulated a total of 250-hours in the same make and model, stated that he did not utilize the carburetor heat during his descent or while in the traffic pattern. A carburetor icing probability chart obtained from a DOT/FAA/CT-82/44 publication predicts the possibility of serious carburetor icing at glide power under the weather conditions that prevailed at the time of the accident (temperature 80 degrees Fahrenheit, dew point of 55 degrees Fahrenheit).

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power as result of carburetor icing. Contributing factors were the lack of suitable terrain for the forced landing and the weather conditions conducive to carburetor icing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings
1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings
3. OBJECT - TREE(S)
4. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
5. TERRAIN CONDITION - GROUND

Factual Information

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Pilot Information

Certificate:	Private	**Age:**	40,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 With waivers/limitations	**Last FAA Medical Exam:**	May 1, 2005
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	June 1, 2005
Flight Time:	300 hours (Total, all aircraft), 250 hours (Total, this make and model), 20 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N2209C
Model/Series:	180	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	30509
Landing Gear Type:	Tailwheel	**Seats:**	4
Date/Type of Last Inspection:	April 1, 2007 Annual	**Certified Max Gross Wt.:**	2555 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	O-520
Registered Owner:	Neurosurgical Specialists	**Rated Power:**	285 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	ATT	**Distance from Accident Site:**	16 Nautical Miles
Observation Time:	18:51 Local	**Direction from Accident Site:**	90°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.88 inches Hg	**Temperature/Dew Point:**	27°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ROSWELL, NM (ROW)	**Type of Flight Plan Filed:**	None
Destination:	Austin, TX (3R9)	**Type of Clearance:**	None
Departure Time:	15:00 Local	**Type of Airspace:**	

Airport Information

Airport:	LAKEWAY AIRPARK 3R9	**Runway Surface Type:**	
Airport Elevation:	909 ft msl	**Runway Surface Condition:**	
Runway Used:		**IFR Approach:**	None
Runway Length/Width:		**VFR Approach/Landing:**	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	2 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	3 None	**Latitude, Longitude:**	30.357221,-97.994445

Administrative Information

Investigator In Charge (IIC):	LeBaron, Timothy
Additional Participating Persons:	Myron L Busboom; San Antonio, Texas; San Antonio, TX
Original Publish Date:	June 27, 2007
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=65766