



# Aviation Investigation Final Report

<b>Location:</b>	CAMBRIDGE, Ohio	<b>Accident Number:</b>	ATL89LA082
<b>Date &amp; Time:</b>	January 22, 1989, 11:30 Local	<b>Registration:</b>	N1497Q
<b>Aircraft:</b>	CESSNA 150	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING A LANDING ATTEMPT, THE PILOT EXPERIENCED A WIND CONDITION WHICH FORCED THE AIRPLANE RIGHT OF RWY 22. WHEN THE PILOT ADVANCED THE THROTTLE TO CORRECT THE DRIFT, THE ENGINE FAILED TO RESPOND. THE AIRPLANE CRASHED IN A SWAMPY AREA ADJACENT TO RWY 22. THE ENGINE EXAMINATION DISCLOSED THAT THE IDLE SPEED WAS ADJUSTED TOO LOW TO MAINTAIN ENGINE OPERATION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO MAINTAIN DIRECTIONAL CONTROL IN CROSSWIND CONDITIONS WHILE ON SHORT FINAL AND THE IMPROPERLY ADJUSTED CARBURETOR IDLE FLOW.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. (C) FUEL SYSTEM,CARBURETOR - INCORRECT

5. (C) MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PERSONNEL

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<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>	August 18, 1988
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	283 hours (Total, all aircraft), 248 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1497Q
<b>Model/Series:</b>	150 150	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15072797
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 26, 1988 Annual	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	99 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3729 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-200-A
<b>Registered Owner:</b>	WOLF RUN FLYERS	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>		<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>	Day
<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>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<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>	10:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CAMBRIDGE CITY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	800 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4300 ft / 75 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>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.019706,-81.5802(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Powell, Phillip
<b>Additional Participating Persons:</b>	LEE THEIL; COLUMBUS , OH
<b>Original Publish Date:</b>	September 28, 1990
<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=7983">https://data.nts.gov/Docket?ProjectID=7983</a>

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