



Aviation Investigation Final Report

Location:	SPRUCE PINE, North Carolina	Accident Number:	ATL89LA208
Date & Time:	September 2, 1989, 14:00 Local	Registration:	N7174M
Aircraft:	CESSNA 175	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE EN ROUTE TO FRANKLIN, THE PILOT EXPERIENCED A ROUGH ENGINE, AND ELECTED TO LAND IN BLACKSBURG, VIRGINIA. ALL IGNITION LEADS WERE TORQUED AND THE AIRPLANE OPERATED NORMALLY. ABOUT ONE HOUR INTO THE NEXT LEG OF THE FLIGHT, THE ENGINE STARTED RUNNING ROUGH. THE PILOT ELECTED TO MAKE ANOTHER PRECAUTIONARY LANDING. AIRPLANE CRASHED 200 YARDS SHORT OF THE RUNWAY. REPORTEDLY, THE AIRPLANE HAD A HISTORY OF STICKING VALVES. THE PILOT COMPARED THE FAILING ENGINE TO THAT OF A STICKING VALVE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A LOSS OF POWER FOR UNDETERMINED REASONS. THE POWER LOSS MAY HAVE BEEN DUE TO A STICKING VALVE(S).

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) ENGINE ASSEMBLY, VALVE, INTAKE - MOVEMENT RESTRICTED

Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 2, 1989
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5800 hours (Total, all aircraft), 175 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7174M
Model/Series:	175 175	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	55474
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 19, 1989 Annual	Certified Max Gross Wt.:	2450 lbs
Time Since Last Inspection:	16 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2990 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	GO-300
Registered Owner:	ARTHUR W BUTLER	Rated Power:	175 Horsepower
Operator:	AUTHUR BULTER	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:	HXY	Distance from Accident Site:	
Observation Time:	14:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLACKSBURG , VA	Type of Flight Plan Filed:	None
Destination:	FRANKLIN , NC	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	AVERY/MORRISON 7A8	Runway Surface Type:	Asphalt
Airport Elevation:	2750 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	35.910682,-82.06018(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	ROBERT SCHILLING; CHARLOTTE , NC
Original Publish Date:	September 30, 1991
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=8062

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).