



Aviation Investigation Final Report

Location:	BLAIRSVILLE, Georgia	Accident Number:	ATL92LA175
Date & Time:	September 5, 1992, 10:10 Local	Registration:	N2059V
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

REPORTEDLY, THE PILOT REFUELED THE AIRPLANE AFTER IT HAD BEEN PARKED ON THE RAMP SEVERAL DAYS. AFTER COMPLETING THE PREFLIGHT INSPECTION, THE PILOT TOOK OFF, AND FIVE MINUTES INTO THE FLIGHT THE ENGINE LOST POWER; THE PILOT MADE A FORCED LANDING IN A FIELD. THE POST ACCIDENT ENGINE EXAMINATION DISCOVERED THAT TWO EXHAUST VALVES WERE STUCK IN THE OPEN POSITION. BOTH VALVES WERE FORCIBLY REMOVED FROM THE ENGINE. THE VALVE EXAMINATION FURTHER DISCLOSED THAT THE VALVE STEMS WERE COATED WITH A LAYER OF CARBON, WHICH PREVENTED NORMAL VALVE MOVEMENT. THE PILOT USED AUTOMOTIVE FUEL IN THE AIRPLANE, AND BOTH OIL AND FUEL ADDITIVES WERE USED ROUTINELY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A COMPLETE LOSS OF ENGINE POWER WHICH RESULTED FROM TWO STUCK EXHAUST VALVES.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - MOVEMENT RESTRICTED

2. (C) ENGINE ASSEMBLY, VALVE, EXHAUST - FOULED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. TERRAIN CONDITION - GROUND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	67, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
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 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 15, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5000 hours (Total, all aircraft), 25 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 49 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2059V
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	114272
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	1450 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:	C-85-12F
Registered Owner:	IMMEL, ROY	Rated Power:	85 Horsepower
Operator:	IMMEL, ROY	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:	CHA ,682 ft msl	Distance from Accident Site:	45 Nautical Miles
Observation Time:	09:50 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	Overcast / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	22°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLAIRSVILLE , GA (46A)	Type of Flight Plan Filed:	None
Destination:	LLANO , TX (6R9)	Type of Clearance:	None
Departure Time:	10:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	BLAIRSVILLE 46A	Runway Surface Type:	Asphalt
Airport Elevation:	1911 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3200 ft / 75 ft	VFR Approach/Landing:	Forced landing

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:	34.869495,-83.95095(est)

Administrative Information

Investigator In Charge (IIC):	Powell, Phillip
Additional Participating Persons:	GEORGE GUNN; COLLEGE PARK , GA DAN MOOM; COLLEGE PARK , GA
Original Publish Date:	June 21, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=8659

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](#).