



Aviation Investigation Final Report

Location:	Cardington, Ohio	Accident Number:	CEN16LA311
Date & Time:	August 6, 2016, 15:15 Local	Registration:	N2601Y
Aircraft:	Cessna 180	Aircraft Damage:	Destroyed
Defining Event:	Collision during takeoff/land	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial-rated pilot was conducting a local, personal flight and planned to land on a small private grass runway. He reported that he initially planned to land to the east, but he noticed some people on the ground and then chose to maneuver to land to the west. During the landing, the airplane floated and then drifted right, so he decided to go around. He reported that he advanced the throttle full forward and that the airplane felt "anemic" but that the engine gauges appeared normal. At the end of the runway, he rotated for takeoff, and the airplane started to slowly climb; however, the airplane impacted a building just past the end of the runway. A postcrash fire consumed a majority of the airplane.

A visual examination of the engine did not reveal any obvious discrepancies; however, fire/thermal damage to the engine prevented a detailed examination. The weather conditions at the time of the accident were conducive to the accumulation of serious carburetor icing at glide power settings. The pilot would have reduced engine power while maneuvering to land, and it is likely that the carburetor accumulated ice at glide power settings, which prevented the production of full engine power during the attempted go-around.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The partial loss of engine power due to carburetor icing during an attempted go-around.

Findings

Environmental issues

Conducive to carburetor icing - Effect on equipment

Factual Information

History of Flight

Landing-aborted after touchdown	Attempted remediation/recovery
Landing-aborted after touchdown	Fuel related
Landing-aborted after touchdown	Loss of engine power (partial)
Landing-aborted after touchdown	Collision during takeoff/land (Defining event)

On August 6, 2016, about 1515 eastern daylight time, a Cessna 180E airplane, N2601Y, impacted a building near Cardington, Ohio. The commercial rated pilot received minor injuries and the airplane was destroyed during the accident. The airplane was registered to and operated by a private individual, under the provisions of 14 Code of Federal Regulations Part 91 as a personal flight. Visual meteorological conditions prevailed at the time.

The pilot reported he planned to land on a small (1,950 ft by 40 ft) private grass runway. Initially, he planned to land to the east; however, he noticed some people on the ground and elected to maneuver to land on runway 24. The airplane touched down with the flaps fully extended; the airplane floated and then drifted right, so he decided to go-around. He advanced the throttle to full forward and added that the airplane felt "anemic" but the engine gauges appeared normal. At the end of the runway he rotated for takeoff, and the airplane started to slowly climb. The next thing he remembered was seeing the building in his windscreen.

The airplane impacted a small pole-barn; just past the end of the runway. The pilot managed to exit the airplane, before a post-crash fire engulfed the airplane.

The responding Federal Aviation Administration (FAA) inspector noted that the airplane was destroyed by the impact and post-crash fire, and that the airplane had recent engine work done. The pilot, who was also an aircraft mechanic, reported that the engine had accumulated about 2 hours since a top overhaul. A visual inspection of the engine did not note any obvious discrepancies; however, fire/thermal damage to the engine prevented a detailed examination.

The carburetor icing probability chart included in Federal Aviation Administration Special Airworthiness Information Bulletin No. CE-09-35, Carburetor Icing Prevention, indicated that the airplane was operating in an area that was associated with a serious risk of carburetor ice formation at glide power settings.

Pilot Information

Certificate:	Commercial	Age:	60
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Sport pilot	Toxicology Performed:	No
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 1, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 500 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2601Y
Model/Series:	180 E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18051101
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	August 5, 2016 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:		Engine Model/Series:	O 470R
Registered Owner:	On file	Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMNN	Distance from Accident Site:	10 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	4900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.94 inches Hg	Temperature/Dew Point:	28°C / 15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Cardington, OH (3OH7)	Type of Flight Plan Filed:	None
Destination:	Cardington, OH (3OH7)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	My Place Airport 3OH7	Runway Surface Type:	Grass/turf
Airport Elevation:	975 ft msl	Runway Surface Condition:	Dry
Runway Used:	6-24	IFR Approach:	None
Runway Length/Width:	1950 ft / 40 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	40.495834,-82.902221

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Paul Gillenwater; FAA FSDO; Columbus, OH
Original Publish Date:	December 12, 2016
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=93788

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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](#).