



# Aviation Investigation Final Report

<b>Location:</b>	PLAINFIELD, Illinois	<b>Accident Number:</b>	CHI94LA160
<b>Date &amp; Time:</b>	May 14, 1994, 06:15 Local	<b>Registration:</b>	N7678M
<b>Aircraft:</b>	CESSNA 175	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT WAS DOING LOCAL PATTERN WORK PRACTICING TOUCH-AND-GO LANDINGS. THE ENGINE QUIT DURING CLIMBOUT AFTER SEVERAL LANDINGS. THE PILOT MADE AN OFF-AIRPORT FORCED LANDING. THE AIRPLANE NOSED-OVER DURING LANDING. THE CARBURETOR BOWL WAS FOUND TO CONTAIN A MIXTURE OF FUEL AND WATER. WATER WAS ALSO FOUND IN THE RIGHT FUEL TANK.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: fuel contamination (water), and inadequate aircraft preflight inspection.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF

### Findings

1. (C) FLUID,FUEL - CONTAMINATION
  2. FLUID,FUEL - WATER
  3. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Factual Information

On May 14, 1994, about 0615 central daylight time, a Cessna 175, N7678M, experienced a loss of engine power during takeoff at Clow International Airport, Plainfield, Illinois, and was substantially damaged when it nosed-over during the subsequent forced landing. The solo private pilot was not injured. No flight plan was filed for the personal flight, and visual meteorological conditions prevailed at the time.

The pilot stated he was practicing touch-and-go landings. After several takeoffs and landings, he said the engine quit during climbout about 300 feet agl. The engine was examined by a Federal Aviation Administration Inspector. The carburetor bowl was found to contain a mixture of fuel and water. Water was also found in the right fuel tank. This flight was the first time the airplane had been flown since October 1993.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	38, 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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 25, 1993
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	171 hours (Total, all aircraft), 87 hours (Total, this make and model), 91 hours (Pilot In Command, all aircraft), 1 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>	N7678M
<b>Model/Series:</b>	175 175	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	55978
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 1, 1993 Annual	<b>Certified Max Gross Wt.:</b>	55978 lbs
<b>Time Since Last Inspection:</b>	44 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2721 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	GO-300-C
<b>Registered Owner:</b>	CLEMENS J. PAVILON	<b>Rated Power:</b>	175 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>	DPA ,758 ft msl	<b>Distance from Accident Site:</b>	17 Nautical Miles
<b>Observation Time:</b>	05:50 Local	<b>Direction from Accident Site:</b>	340°
<b>Lowest Cloud Condition:</b>	Unknown / 25000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 25000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 8°C
<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>	06:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CLOW INTERNATIONAL 1C5	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	41.610202,-88.19902(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Doub, Mark
<b>Additional Participating Persons:</b>	TOM SOERENS; WEST CHICAGO , IL
<b>Original Publish Date:</b>	January 25, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=9529">https://data.ntsb.gov/Docket?ProjectID=9529</a>

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