



Aviation Investigation Final Report

Location:	Delphi, Indiana	Accident Number:	CEN22LA425
Date & Time:	September 17, 2022, 18:45 Local	Registration:	UNREG
Aircraft:	Slipstream Revelation	Aircraft Damage:	Destroyed
Defining Event:	Fuel related	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that he and his passenger were completing a personal flight in an unregistered, experimental airplane that was not equipped with carburetor heat. They departed and flew the traffic about 800 to 1,000 ft above ground level (agl) and the engine was operating about 6,000 rpm. He turned on the left base leg and decreased throttle to about 4,000 rpm, and descended to about 600 ft, when the engine lost power. He stated that the engine acted the same as the last time he experienced carburetor icing. The airplane descended quickly, and he did not flare properly, which resulted in a stall, and subsequent impact with the runway. The pilot and passenger egressed without further incident and a post impact fire consumed a majority of the wreckage. The pilot reported that there were no mechanical malfunctions or failures that would have precluded normal operation and added that the loss of power was due to carburetor ice. Due to the post impact fire, an examination was not completed. The airplane was operating in an environment that was conducive to serious carburetor icing at glide power settings.

Probable Cause and Findings

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

A loss of engine power due to carburetor icing.

Findings

Environmental issues	Conducive to carburetor icing - Effect on equipment
Personnel issues	Aircraft control - Pilot
Aircraft	Angle of attack - Not attained/maintained

Factual Information

History of Flight

Approach-VFR pattern final	Fuel related (Defining event)
Approach-VFR pattern final	Loss of engine power (partial)
Approach-VFR pattern final	Aerodynamic stall/spin

Pilot Information

Certificate:	None	Age:	71, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	None None	Last FAA Medical Exam:	January 1, 1996
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 735 hours (Total, all aircraft), 735 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Slipstream	Registration:	UNREG
Model/Series:	Revelation	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	Yes
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	-
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	100 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	503 DCDI
Registered Owner:	On file	Rated Power:	52 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KLAF,637 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	19:54 Local	Direction from Accident Site:	237°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	25°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Delphi, IN	Type of Flight Plan Filed:	None
Destination:	Delphi, IN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	DELPHI MUNI 119	Runway Surface Type:	Concrete
Airport Elevation:	671 ft msl	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	4001 ft / 60 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.540286,-86.681154(est)

Administrative Information

Investigator In Charge (IIC):	Lindberg, Joshua
Additional Participating Persons:	Robert Pay; Federal Aviation Administration; Indianapolis, IN
Original Publish Date:	December 15, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105966

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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](#).