



Aviation Investigation Final Report

Location:	MARYSVILLE, Indiana	Accident Number:	CHI93LA119
Date & Time:	March 27, 1993, 10:41 Local	Registration:	N3439Z
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT SUSTAINED SERIOUS HEAD INJURIES IN THE ACCIDENT AND HAS NO RECOLLECTION OF THE EVENTS SURROUNDING THE ACCIDENT. AN INSPECTION OF THE AIRPLANE DISCLOSED NO MECHANICAL PREIMPACT ANOMALIES. FUEL WAS PRESENT IN THE FUEL TANKS, LINES AND CARBURETOR. TEMPERATURE AND DEW POINT RECORDED AT A NEARBY AIRPORT WERE 54 AND 46 DEGREES, WHICH EQUATES TO A 'SERIOUS' ICING PROBABILITY ON A CARBURETOR ICING PROBABILITY CHART. THE CARBURETOR HEAT SELECTOR IN THE COCKPIT WAS FOUND POSITIONED 'OFF'.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO USE CARBURETOR HEAT WHILE FLYING IN CARBURETOR ICING CONDITIONS.

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM, CARBURETOR - ICE
3. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - EMERGENCY

Factual Information

Pilot Information

Certificate:	Private	Age:	40, 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-w/ waivers/lim	Last FAA Medical Exam:	March 4, 1993
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1172 hours (Total, all aircraft), 2 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3439Z
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-7355
Landing Gear Type:	Tailwheel	Seats:	4
Date/Type of Last Inspection:	January 2, 2000 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-320-A1A
Registered Owner:	BRANNON, ROBERT E.	Rated Power:	150 Horsepower
Operator:	BRANNON, ROBERT E.	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:	SDF ,496 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	14:50 Local	Direction from Accident Site:	190°
Lowest Cloud Condition:	Unknown / 8500 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 8500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	UNKNOWN	Type of Flight Plan Filed:	None
Destination:	GEORGETOWN , TX	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	38.579231,-85.650703(est)

Administrative Information

Investigator In Charge (IIC):	La belle, James
Additional Participating Persons:	LARRIE M CHAMBERS; INDIANAPOLIS , IN
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=15690

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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](#).