



Aviation Investigation Final Report

Location:	LAS VEGAS, New Mexico	Accident Number:	DEN85LA001
Date & Time:	October 3, 1984, 11:39 Local	Registration:	N5758P
Aircraft:	PIPER PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT STATED HE WAS ON A X-COUNTRY FLT AND AFTER APRX 1.5 HRS, THE ENGINE STARTED TO RUN ROUGH. THE PLT ATTEMPTED TO CORRECT THE ROUGHNESS AND WHEN HE APPLIED THE CARB HEAT, THE ENGINE QUIT. THE PLT TURNED OFF THE CARB HEAT BUT POWER COULD NOT BE RESTORED AND AN EMERGENCY LANDING ON AN INTERSTATE BETWEEN TWO OVERPASSES WAS PLANNED. THE PLT DELAYED PUTTING THE GEAR DOWN UNTIL HIGH LINES WERE CLEARED. THE ACFT LANDED WITH THE GEAR UP. THE OUTSIDE AIR TEMP WAS 48 DEGS & THE DEW POINT WAS 47 DEGS. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCIVE TO CARB ICE.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. (C) FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
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:	November 28, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	613 hours (Total, all aircraft), 87 hours (Total, this make and model), 5 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5758P
Model/Series:	PA-24-250 PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-834
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	July 10, 1983 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1926 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-A15A
Registered Owner:	MICHAEL BARR	Rated Power:	250 Horsepower
Operator:	MICHAEL BARR	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	LVS ,6866 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	11:50 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	3 miles
Lowest Ceiling:	1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9°C / 8°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	CLOVIS , NM	Type of Flight Plan Filed:	None
Destination:	DURANGO , CO	Type of Clearance:	None
Departure Time:	10:05 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAS VEGAS MUNI LVS	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.590301,-105.22052(est)

Administrative Information

Investigator In Charge (IIC): Winningham, Fred

**Additional Participating
Persons:**

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=16586>

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](#).