



Aviation Investigation Final Report

Location:	CARROLLTON, Texas	Accident Number:	FTW92LA188
Date & Time:	July 25, 1992, 14:00 Local	Registration:	N9240T
Aircraft:	PIPER PA-38-112	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT WAS DESCENDING THE AIRPLANE INTO THE CONTROL ZONE AND HAD RECEIVED CLEARANCE TO ENTER A RIGHT BASE FOR RUNWAY 15 WHEN THE ENGINE QUIT AFTER HE APPLIED CARBURETOR HEAT. THE PILOT MADE A 180 DEGREE TURN AND DESCENDED OVER ONE OPEN GRASS FIELD AS HE ATTEMPTED TO GLIDE TO A DIRT FIELD. A FENCE AND A RAILROAD TRACK LAY BETWEEN THE FIELDS. THE AIRPLANE STRUCK THE FENCE, ROTATED APPROXIMATELY 180 DEGREES, AND DESCENDED OUT OF CONTROL TO IMPACT THE TERRAIN NEAR THE RAILROAD TRACKS. THE INVESTIGATION REVEALED THE MAIN VALVE FOR THE CARBURETOR HEAT BOX HAD FAILED AND WAS SUCKED INTO THE CARBURETOR INLET, BLOCKING AIR FLOW, AND RENDERED THE CARBURETOR INOPERATIVE. FURTHER INVESTIGATION REVEALED THAT PORTIONS OF THE VALVE ASSEMBLY HAD BEEN FAILING FOR AN UNSPECIFIED TIME PRIOR TO THE ACCIDENT AND ITS' RETAINING SCREWS HAD NOT BEEN SECURED PROPERLY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE TERRAIN. FACTORS WERE THE FAILED CARBURETOR DE-ICE SYSTEM VALVE RESULTING IN AN INOPERATIVE CARBURETOR AND THE INADEQUATE ANNUAL INSPECTION BY COMPANY MAINTENANCE PERSONNEL.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: DESCENT

Findings

1. (F) ANTI-ICE/DEICE SYSTEM, CARBURETOR/HEAT - FAILURE, TOTAL
2. (F) FUEL SYSTEM, CARBURETOR - INOPERATIVE
3. (F) MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: LANDING

Findings

4. OBJECT - FENCE
5. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	31, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	November 30, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	110 hours (Total, all aircraft), 6 hours (Total, this make and model), 90 hours (Pilot In Command, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9240T
Model/Series:	PA-38-112 PA-38-112	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	3878A0288
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	June 28, 1992 Annual	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2439 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-235-L2C
Registered Owner:	HINCKLEY, DAVID	Rated Power:	112 Horsepower
Operator:	STRAMEL AVIATION INC.	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:	ADS ,700 ft msl	Distance from Accident Site:	4 Nautical Miles
Observation Time:	15:37 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	35°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ADDISON , TX (ADS)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class A;Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	32.979606,-96.889434(est)

Administrative Information

Investigator In Charge (IIC): Wall, Ray

Additional Participating Persons: JAMES A MCDONALD; DALLAS , TX

Original Publish Date: June 11, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=18539>

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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](#).