



Aviation Investigation Final Report

Location:	WESTVILLE, Oklahoma	Accident Number:	FTW88LA146
Date & Time:	August 5, 1988, 16:00 Local	Registration:	N5932P
Aircraft:	PIPER PA-24	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT DESCENDED THE AIRPLANE FROM 5000 FEET USING REDUCED POWER BUT WITHOUT USING CARBURETOR HEAT. AT 3500 FEET THE PILOT ADVANCED THE THROTTLE BUT THE ENGINE DID NOT ACCELERATE AND THEN STOPPED PRODUCING POWER COMPLETELY. DESPITE CORRECTIVE MEASURES BY THE PILOT, THE ENGINE WOULD NOT RUN. DURING THE FORCED LANDING, THE LEFT WING HIT A TREE. NO FUEL WAS FOUND IN THE FUEL SYSTEM BUT THE CARBURETOR WAS BROKEN OPEN DURING GROUND IMPACT. THE PILOT STATED HE SAW THE FUEL QUANTITY GAUGE AND FUEL PRESSURE GAUGE INDICATING PROPERLY BEFORE THE TREE IMPACT. THE ICING PROBABILITY CHART INDICATES THE TEMPERATURE/DEW POINT WAS RIGHT FOR SERIOUS CARBURETOR ICING AT GLIDE POWER.

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
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) CARBURETOR HEAT - NOT SELECTED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 2, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	99 hours (Total, all aircraft), 21 hours (Total, this make and model), 61 hours (Pilot In Command, all aircraft), 25 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5932P
Model/Series:	PA-24 PA-24	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	24-1020
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1988 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	37 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3370 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-360A
Registered Owner:	ACORD, WOODROW W.	Rated Power:	180 Horsepower
Operator:		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:	FYV	Distance from Accident Site:	
Observation Time:	16:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	29°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MUSKOGEE , OK (HAX)	Type of Flight Plan Filed:	None
Destination:	SPRINGDALE , AR (ASG)	Type of Clearance:	None
Departure Time:	15:40 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	35.97985,-94.57032(est)

Administrative Information

Investigator In Charge (IIC):	Roth, Eugene
Additional Participating Persons:	CARY E WILCOX; OKLAHOMA CITY , OK
Original Publish Date:	July 10, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=22671

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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](#).