



Aviation Investigation Final Report

Location:	BELLE GLADE, Florida	Accident Number:	MIA85LA087
Date & Time:	January 26, 1985, 09:15 Local	Registration:	N5614Z
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT WAS DAMAGED LANDING IN A CANE FIELD AFTER THE ENG LOST POWER IN CRUISE. THE PLT STATED IN HIS REPORT THAT THE ENG BEHAVIOR SUGGESTED CARB ICE BUT 'APPARENTLY IT WAS TOO LATE.' THE OWNER CHECKED THE THROTTLE CABLE AFTER THE ACCIDENT AND REPORTED THAT IT WAS INTACT & OPERABLE. NO OTHER EXAM WAS MADE/REPORTED DURING THIS LIMITED INVESTIGATION.

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. (F) FUEL SYSTEM, CARBURETOR - ICE
3. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 4. (F) TERRAIN CONDITION - CROP
- 5. TERRAIN CONDITION - OPEN FIELD
- 6. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:	Private	Age:	34, 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:	February 25, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	152 hours (Total, all aircraft), 82 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N5614Z
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-9425
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	October 28, 1984 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2004 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A2B
Registered Owner:	PETER BEATY	Rated Power:	150 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:	PBI ,10 ft msl	Distance from Accident Site:	21 Nautical Miles
Observation Time:	09:00 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Clear	Visibility	12 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	16 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PARKLAND , FL	Type of Flight Plan Filed:	None
Destination:	BELLE GLADE , FL (X10)	Type of Clearance:	None
Departure Time:	08:45 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 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	26.680036,-80.669624(est)

Administrative Information

Investigator In Charge (IIC): Alston, Andrew

Additional Participating Persons: LEE BROCKELBANK; MIAMI , FL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=31348>

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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](#).