



Aviation Investigation Final Report

Location:	FRANKLIN CENTER, Pennsylvania	Accident Number:	NYC90LA133
Date & Time:	June 17, 1990, 16:00 Local	Registration:	N3393A
Aircraft:	PIPER PA-22-135	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRPLANE WAS ON BASE LEG ABOUT ONE MILE FROM THE AIRPORT WHEN CARBURETOR HEAT WAS APPLIED. THE ENGINE SURGED AND THEN LOST POWER, AND WAS NOT RESTARTED. THE AIRPLANE DESCENDED AND IMPACTED IN A NOSE LOW, LEFT WING LOW ATTITUDE. NO EVIDENCE OF A PRE-EXISTING FAILURE OR MALFUNCTION WAS FOUND. THE TEMPERATURE 11 MILES AWAY WAS RECORDED AT 89 DEGREES F AND THE DEWPOINT AT 68 DEGREES F.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: LOSS OF ENGINE POWER FOR AN UNDETERMINED REASON AND THE FAILURE OF THE PILOT TO MAINTAIN AIRSPEED DURING A FORCED LANDING WHICH RESULTED IN AN INADVERTENT STALL.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING

Findings

2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	67, 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:	May 4, 1989
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3393A
Model/Series:	PA-22-135 PA-22-135	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22-1651
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 21, 1989 Annual	Certified Max Gross Wt.:	1950 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2000 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Not installed	Engine Model/Series:	O-290-D2
Registered Owner:	MICHAEL J. SUROVICK	Rated Power:	135 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:	ERI ,732 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	16:10 Local	Direction from Accident Site:	25°
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	Unknown / 20000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 20°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	FRANKLIN CENTER 96PA	Runway Surface Type:	
Airport Elevation:	1225 ft msl	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:	39.919033,-75.419837(est)

Administrative Information

Investigator In Charge (IIC):	Hancock, Robert
Additional Participating Persons:	TOM MAHONEY; WEST MIFFLIN , PA
Original Publish Date:	December 8, 1992
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=36665

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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](#).