



# Aviation Investigation Final Report

<b>Location:</b>	ENOCHVILLE, North Carolina	<b>Accident Number:</b>	MIA00LA269
<b>Date &amp; Time:</b>	September 23, 2000, 19:06 Local	<b>Registration:</b>	N3483A
<b>Aircraft:</b>	Piper PA-22-135	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

Witnesses watched the airplane departing the airstrip, and when it did not return, they suspected that something had gone wrong. About 1 or 2 miles from the airport the pilot said, "I had an engine failure." He tried to land in a field but struck the top of a tree and then hit the ground. The FAA examined the wreckage, and found that there was fuel in the tanks, the fuel cap for the right fuel tank was not on the tank and was missing. External inspection indicated the engine had no fuel or oil leaks, the condition and color of the plugs insulation and electrode indicated no fouling, the engine was a little on the lean side, and operated on automotive gasoline. The pilot indicated that he flew a total of 5 hours in the accident airplane in the past 90 days, 3 hours in the past 30 days, and none the 24 hours before the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for undetermined reasons.

### Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CLIMB

#### Findings

1. REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. OBJECT - TREE(S)

## Factual Information

On September 23, 2000, about 1906 eastern daylight time, a Piper PA-22-135, N3483A, owned by a private individual, lost engine power and impacted with a tree during a forced landing near Enochville, North Carolina. Visual meteorological conditions prevailed at the time. No flight plan was filed for the 14 CFR Part 91 personal flight. The airplane was substantially damaged. The private-rated pilot reported serious injuries. The flight had departed from a private airstrip at an unknown time.

Witnesses watched the airplane departing the airstrip, and when it did not return, they suspected that something had gone wrong. The airplane was found, and the pilot told his wife that there was an "engine failure."

The pilot stated, "...about 1 or 2 miles from [the] airport I had an engine failure. Tried to land in a field but caught top of [a] tree and then hit the ground."

When the FAA examined the wreckage, they found that there was fuel in the tanks. The fuel cap for the right fuel tank was not on the tank and was missing. According to the FAA inspector's statement, "...external inspection indicated the engine had no fuel or oil leaks and appeared to be well maintained. Several ignition plugs were removed for examination. The condition and color of the plugs insulation and electrode indicated no fouling. Indications appeared the engine was a little on the lean side...the aircraft was operating on automotive gasoline."

It was not determined how long the airplane sat with the fuel in the tanks. However, the pilot indicated on the NTSB form 6120.1/2, that he flew a total of 5 hours in the accident airplane in the past 90 days, 3 hours in the past 30 days, and none the 24 hours before the accident.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	December 30, 1998
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	300 hours (Total, all aircraft), 5 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N3483A
<b>Model/Series:</b>	PA-22-135 PA-22-135	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1753
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	September 14, 2000 Annual	<b>Certified Max Gross Wt.:</b>	1950 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3000 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-290D2
<b>Registered Owner:</b>	KENNETH CARPENTER	<b>Rated Power:</b>	135 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RUQ ,773 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	19:00 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	73°C / 70°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious	<b>Latitude, Longitude:</b>	35.659919,-80.479003(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Yurman, Alan
<b>Additional Participating Persons:</b>	JAN MCDUGAL; CHARLOTTE , NC
<b>Original Publish Date:</b>	May 30, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=50313">https://data.ntsb.gov/Docket?ProjectID=50313</a>

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](#).