



Aviation Investigation Final Report

Location:	BLACK RIVER FAL, Wisconsin	Accident Number:	CHI83LA037
Date & Time:	November 17, 1982, 14:15 Local	Registration:	N813A
Aircraft:	PIPER PA-22	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

AFTER FLYING IN THE LOCAL AREA ABOUT 1 HR, THE PILOT LANDED AT THE AIRPORT. WHILE TAXIING BACK TO THE HANGAR, HE ELECTED TO MAKE ANOTHER SHORT FLIGHT. THE AIRCRAFT WAS TAXIED BACK TO THE RUNWAY AND A TAKEOFF WAS MADE. NO ENGINE RUNUP OR CARBURETOR HEAT CHECK WAS PERFORMED PRIOR TO THE SECOND TAKEOFF. AT AN ALTITUDE OF ABOUT 200 TO 300 FT DURING TAKEOFF, THE ENGINE RPM WENT FROM FULL POWER TO ABOUT A FAST IDLE. DURING A SUBSEQUENT LANDING IN AN OPEN FIELD, THE NOSE GEAR COLLAPSED AND THE ENGINE MOUNTS WERE BUCKLED. THE PILOT ATTRIBUTED THE LOSS OF POWER TO CARBURETOR ICING.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. (C) FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings
4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	29, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Invalid Medical for flight	Last FAA Medical Exam:	September 12, 1979
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	156 hours (Total, all aircraft), 64 hours (Total, this make and model), 117 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N813A
Model/Series:	PA-22 PA-22	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	22-117
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1750 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2921 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed	Engine Model/Series:	O-290D
Registered Owner:	JAMES & REBECCA OLSON	Rated Power:	125 Horsepower
Operator:	JAMES & REBECCA OLSON	Operating Certificate(s) Held:	
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:	LSE	Distance from Accident Site:	12 Nautical Miles
Observation Time:	13:51 Local	Direction from Accident Site:	30°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	44°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BLACK RIVER FAL, WI (Y35)	Type of Flight Plan Filed:	None
Destination:	BLACK RIVER FAL, WI (Y35)	Type of Clearance:	None
Departure Time:	14:10 Local	Type of Airspace:	

Airport Information

Airport:	Y35	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: November 17, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=69971>

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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](#).