



National Transportation Safety Board Aviation Accident Data Summary

Location:	PAYSON, UT	Accident Number:	DEN99LA062
Date & Time:	04/01/1999, 1700 MST	Registration:	N80287
Aircraft:	Sly RV-6A	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

After being airborne for 15 minutes, the aircraft's engine began to lose power. The pilot initiated an emergency landing along a county road but switched to another road to avoid power lines. Upon touchdown, the aircraft departed the side of the road and struck a fence post. The engine was examined and test run, and no discrepancies were observed. The pilot stated that 'other pilots at the scene agreed the conditions could cause carburetor icing.' According to the FAA inspector present at the accident scene, 'the conditions were a classic setup for carburetor icing.' The Van's Aircraft construction and operating manual states that one method of building the carburetor heat system is to 'run a 2-inch air hose from a heat muff and position it to feed into the alternative air inlet of the carb[uretor] air box,' which is the method by which the pilot constructed the airplane. According to the inspector, the 2-inch hose is not large enough to adequately supply enough heat to the carburetor to sufficiently melt the ice. The aircraft was issued an airworthiness certificate by the FAA on August 24, 1995.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The development of carburetor ice resulting in a loss of engine power, and the inadequate carburetor heat shroud. Factors were the carburetor icing weather conditions, the kit manufacturer's inadequate carburetor heat shroud design, the FAA's inadequate certification of the aircraft, the snow covered, unsuitable terrain on which to perform a forced landing, and the fence post.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM,CARBURETOR - ICE
3. (C) CARBURETOR HEAT,SHROUD - INADEQUATE
4. (F) ACFT/EQUIP,INADEQUATE DESIGN - KIT MANUFACTURER
5. (F) INADEQUATE CERTIFICATION/APPROVAL,AIRCRAFT - FAA(ORGANIZATION)

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

Findings

6. (F) TERRAIN CONDITION - SNOW COVERED
7. (F) TERRAIN CONDITION - NONE SUITABLE

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings
8. (F) OBJECT - FENCE POST

Pilot Information

Certificate:	Airline Transport; Commercial; Flight Engineer; Military	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	9183 hours (Total, all aircraft), 198 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Sly	Registration:	N80287
Model/Series:	RV-6A RV-6A	Engines:	1 Reciprocating
Operator:	RUSSELL M. SLY	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-360-A1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Light and Variable / , Variable
Temperature:	4° C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	SPANISH FORK, UT (U77)	Destination:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): B. BEACH SCOTT

Adopted Date: 05/08/2001

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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