



National Transportation Safety Board Aviation Accident Data Summary

Location:	RUSSELLVILLE, AL	Accident Number:	ATL97LA066
Date & Time:	05/01/1997, 1100 CDT	Registration:	N5778Z
Aircraft:	Piper PA-22-180	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

Approximately 4 hours into the flight, while on a long descent to the destination airport, the pilot experienced a reduction in engine power. The power reduction continued over a period of eight minutes and resulted in a complete loss of engine power. Following the loss of power, the pilot's attempts to restore full engine power, which included the application of carburetor heat, failed. The pilot selected a nearby paved road for an emergency landing. During the landing roll out, the right wing collided with a road sign, and the airplane swerved into an adjacent ditch and nosed over. Examination of the airplane failed to disclose a mechanical problem. Fuel was recovered from the fuel system. During the functional test of the engine, the engine operated normally through all power ranges. A review of current weather information revealed that weather conditions were favorable for the formation of carburetor icing.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The loss of engine power for undetermined reasons. A factor was conditions were favorable for the formation of carburetor ice.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

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

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

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Private	Age:	43
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	140 hours (Total, all aircraft), 45 hours (Total, this make and model), 7 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N5778Z
Model/Series:	PA-22-180 PA-22-180	Engines:	1 Reciprocating
Operator:	RICHARD S. ROBARGE	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C1B
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:	MSL, 550 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 290°
Temperature:	16° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	QUINCY, LA (5R8)	Destination:	MUSCLE SHOALS, AL (MSL)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL	Adopted Date:	01/07/1998
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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