



National Transportation Safety Board Aviation Accident Data Summary

Location:	FELTON, MN	Accident Number:	CHI93LA245
Date & Time:	07/01/1993, 1930 CDT	Registration:	N1841A
Aircraft:	PIPER PA-18	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE DEPARTED A RESTRICTED LANDING AREA RUNWAY FOR A LOCAL FLIGHT. SHORTLY AFTER DEPARTING, AT 300 FEET ABOVE THE GROUND, THE AIRPLANE'S ENGINE STOPPED RUNNING. THE PILOT PERFORMED A 180 DEGREE TURN TOWARD THE DEPARTURE RUNWAY. DURING THE TURN THE AIRPLANE STALLED AND SUBSEQUENTLY COLLIDED WITH THE GROUND. THE AIRPLANE WAS DESTROYED BY A POST IMPACT FIRE. THE ON-SCENE INVESTIGATION REVEALED A CARBURETOR FLOAT WITH MULTIPLE CRACKS IN IT. LIQUID EMERSION OF THE FLOAT REVEALED LIQUID PENETRATION INTO THE FLOAT. THE LAST ANNUAL INSPECTION WAS PERFORMED 21 MONTHS PRIOR TO THE ACCIDENT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN AIRSPEED. FACTORS CONTRIBUTING TO THE ACCIDENT WERE A CRACKED CARBURETOR FLOAT, FUEL STARVATION, AND THE FAILURE TO PERFORM AN ANNUAL INSPECTION.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) FUEL SYSTEM,CARBURETOR - CRACKED
2. (F) MAINTENANCE,INSPECTION - NOT PERFORMED - PILOT IN COMMAND
3. (F) FLUID,FUEL - STARVATION

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

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

4. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Pilot Information

Certificate:	Private	Age:	59
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	700 hours (Total, all aircraft), 700 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N1841A
Model/Series:	PA-18 PA-18	Engines:	1 Reciprocating
Operator:	ALDEN BRENDEMUHL	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-C1
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:	FAR, 900 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 4500 ft agl	Wind Speed/Gusts, Direction:	9 knots / , 130°
Temperature:	20° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	Destination:		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): FRANK S GATTOLIN Adopted Date: 02/10/1994

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.