



National Transportation Safety Board Aviation Accident Final Report

Location:	WILDWOOD, NJ	Accident Number:	NYC91LA054
Date & Time:	01/01/1991, 1436 EST	Registration:	N81839
Aircraft:	PIPER PA-28-236	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE DESCENDED FROM CRUISE ALTITUDE TO PATTERN ALTITUDE OF ABOUT 1000 FEET AGL. DURING THE DESCENT THE PILOT DID NOT APPLY CARBURETOR HEAT. WHEN THE PILOT APPLIED POWER TO MAINTAIN PATTERN ALTITUDE THE AIRPLANE EXPERIENCED A TOTAL LOSS OF ENGINE POWER. THE PILOT INTENTIONALLY LANDED IN UNSUITABLE TERRAIN. THE ENGINE WAS TEST RUN AND NO DISCREPANCIES WERE FOUND. AT THE TIME OF THE ACCIDENT, THE OAT WAS 42 DEGREES FAHRENHEIT AND THE DEW POINT WAS 26 DEGREES FAHRENHEIT. ACCORDING TO THE PROBABILITY OF CARBURETOR ICING CHART, THESE CONDITIONS ARE CONDUCTIVE FOR SERIOUS ICING DURING GLIDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO APPLY CARBURETOR HEAT DURING THE DESCENT WHICH RESULTED IN A LOSS OF ENGINE POWER DUE TO CARBURETOR ICE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/01/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	405 hours (Total, all aircraft), 64 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N81839
Model/Series:	PA-28-236 PA-28-236	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8011099
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-540-J3A5D
Registered Owner:	MR. MARK DUBOWE	Rated Power:	235 hp
Operator:	MR. MARK DUBOWE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	WWD, 22 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1430 EST	Direction from Accident Site:	10°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	6°C / -3°C
Precipitation and Obscuration:			
Departure Point:	DOYLESTOWN, PA (N88)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	1345 EST	Type of Airspace:	

Airport Information

Airport:	WILDWOOD (WWD)	Runway Surface Type:	Asphalt
Airport Elevation:	18 ft	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	4300 ft / 150 ft	VFR Approach/Landing:	None

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
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Alan J Yurman	Report Date:	05/27/1993
Additional Participating Persons:	KIRK JAEGER; PHILADELPHIA, PA		
Publish Date:			
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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).