



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	WIND RIVER, AK	<b>Accident Number:</b>	ANC88LA002
<b>Date &amp; Time:</b>	10/01/1987, 1815 AKD	<b>Registration:</b>	N54763
<b>Aircraft:</b>	PIPER PA-18	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE ACFT LOST POWER DURING TAKEOFF AND THE ACFT STALL/MUSHED BACK TO GROUND CONTACT. THE PILOT STATED THAT THE PARTIAL POWER FAILURE WAS DUE TO CARBURETOR ICING. THE EXAMINATION OF THE AIRCRAFT ENGINE REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. (C) FUEL SYSTEM,CARBURETOR - ICE
  3. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/01/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2605 hours (Total, all aircraft), 120 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 205 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	PIPER	<b>Registration:</b>	N54763
<b>Model/Series:</b>	PA-18 PA-18	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	187609054
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/06/1987, Annual	<b>Certified Max Gross Wt.:</b>	1750 lbs
<b>Time Since Last Inspection:</b>	200 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1550 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-320-A2B
<b>Registered Owner:</b>	RICHARD M. REID	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	RICHARD M. REID	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	AUDI AIR	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-1° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1815 ADT	Type of Airspace:	Class G

## 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):	JAMES MICHELANGELO	Report Date:	11/08/1988
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).