



National Transportation Safety Board Aviation Accident Final Report

Location:	FINDLAY, OH	Accident Number:	CHI84LA322
Date & Time:	08/01/1984, 2048 EDT	Registration:	N3743P
Aircraft:	PIPER PA-22-150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

DURING THE INITIAL TAKEOFF CLIMB AT AN ALT OF APRX 1400 FT MSL THE ENGINE QUIT. ATTEMPTS TO REGAIN POWER FAILED. THE ACFT NOSED OVER DURING A FORCED LANDING IN A CORN FIELD. POST ACCIDENT INVESTIGATION OF THE ENGINE REVEALED A BROKEN CARBURETOR HEAT LINKAGE ON THE CONTROL ROD. THE ENGINE WAS THEN STARTED AND IT RAN WITHOUT INTERRUPTION.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) CARBURETOR HEAT CONTROL,PUSH/PULL ROD - FAILURE,TOTAL
2. (F) REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND

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

Occurrence #3: NOSE DOWN
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Student	Age:	21, Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/02/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	17 hours (Total, all aircraft), 17 hours (Total, this make and model), 2 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N3743P
Model/Series:	PA-22-150 PA-22-150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	22-3463
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/1983, Annual	Certified Max Gross Wt.:	1840 lbs
Time Since Last Inspection:	59 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2660 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-A1A
Registered Owner:	JOE L. BLEM	Rated Power:	150 hp
Operator:	JOE L. BLEM	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	FDY, 812 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1955 EDT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	7 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 17° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2040 EDT	Type of Airspace:	

Airport Information

Airport:	FINDLAY (FDY)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

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
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PAMELA S KLECKNER	Report Date:	
Additional Participating Persons:	B. YOUNG; COLUMBUS, OH		
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/ .		

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](#).