



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Engadine, MI	<b>Accident Number:</b>	CHI90LA280
<b>Date &amp; Time:</b>	12/01/1989, 2345 EST	<b>Registration:</b>	N2440P
<b>Aircraft:</b>	Piper PA-22-150	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The airplane impacted trees and the terrain in a heavily wooded swamp. The airplane departed on a night cross country flight on December 1, 1989, and failed to arrive at its destination. At 2312, the pilot contacted a flight service station while en route for the forecast weather along his route. At 2342, the pilot contacted the Minneapolis Air Route Traffic Control Center (ZMP) and stated that he was "a little disoriented and would like a [transponder] code and a heading toward Sault Ste Marie (ANJ), Michigan." Two transponder codes were assigned to N2440P, but attempts to establish radar contact were not successful. The last communication with N2440P was at 2345 when the pilot informed ZMP that their transmissions were "pretty weak." A witness who reported seeing an airplane flying at tree-top level stated there was heavy snow in the area at the time. The wreckage was located by hunters on October 12, 2002. The airplane descended through the trees for approximately 150 feet on a northeasterly heading prior to coming to rest in a nearly inverted attitude. Flight control continuity was established. The engine separated from the airframe at the engine mounts. The engine was buried in the swamp with approximately 1 1/2 inches of one propeller blade being visible. There were no immediate plans to remove the wreckage from the swamp.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A collision with trees and the terrain for undetermined reasons.

## Findings

Occurrence #1: UNDETERMINED  
Phase of Operation: UNKNOWN

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	37
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	3200 hours (Total, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N2440P
<b>Model/Series:</b>	PA-22-150	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Karl E. Warm	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-320-A1A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night
<b>Observation Facility, Elevation:</b>	ANJ, 716 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 110°
<b>Temperature:</b>	-3° C	<b>Visibility</b>	8 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Cheboygan, MI (Y15)	<b>Destination:</b>	Escanaba, MI (ESC)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	46.154444, -85.663611		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Pamela S Sullivan	<b>Adopted Date:</b>	05/30/2003
<b>Investigation Docket:</b>	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:pubinq@ntsb.gov">pubinq@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> .		

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