



National Transportation Safety Board Aviation Accident Final Report

Location:	Ogden, UT	Accident Number:	DEN05LA019
Date & Time:	11/02/2004, 1655 MST	Registration:	N7852P
Aircraft:	Piper PA-24-250	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

The pilot reported engine problems while on approach to the airport. During the forced landing, the airplane impacted a berm, and tall brush, causing substantial damage. A postaccident examination of the engine on the day of the accident revealed that the air box around the carburetor contained a small amount of water. The routine weather report taken at 1653 reported the temperature as 42 degrees Fahrenheit (F) and the dewpoint as 25 degrees F. According to the carburetor icing chart, conditions were conducive for icing at glide and cruise power. In addition, several other pilots flying in the area at the time of the accident reported experiencing carburetor icing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the loss of engine power due to carburetor icing. Contributing factors include the weather conditions conducive for carburetor icing, and a lack of suitable terrain for a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

1. (C) FUEL SYSTEM,CARBURETOR - ICE
2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - BERM

Factual Information

On November 2, 2004, at approximately 1655 mountain standard time, a Piper PA-24-250, N7852P, operated by KW Aviation, was substantially damaged when it impacted terrain during a forced landing 3 miles north of Ogden-Hinckley Airport, Ogden, Utah. Visual meteorological conditions prevailed at the time of the accident. The training flight was being conducted under the provisions of Title 14 CFR Part 91 without a flight plan. The commercial certificated pilot and flight instructor sustained serious injuries. The local flight originated at approximately 1530.

According to the FAA inspector who traveled to the scene, the pilot reported engine problems while on approach for landing to the Ogden airport. During the forced landing, the airplane impacted a berm, and tall brush, separating the empennage. The right main landing gear penetrated the right wing and the outboard 2 feet of the left wing was crushed and bent up. Both pilots sustained head injuries and neither are able to remember the events leading up to the accident.

A postaccident examination of the engine on the day of the accident, conducted by the FAA, revealed that the air box around the carburetor contained a small amount of water. Further inspection of the engine and remaining airplane systems revealed no anomalies.

The Ogden routine weather report taken at 1653 reported the temperature as 42 degrees Fahrenheit (F) and the dewpoint as 25 degrees F. According to the carburetor icing chart, conditions were conducive for icing at glide and cruise power. The FAA inspector stated that several other pilots flying in the area at the time of the accident reported experiencing carburetor icing as well.

Flight Instructor Information

Certificate:	Flight Instructor; Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/15/2004
Occupational Pilot:		Last Flight Review or Equivalent:	09/16/2003
Flight Time:	1722 hours (Total, all aircraft), 59 hours (Total, this make and model), 1647 hours (Pilot In Command, all aircraft), 201 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Commercial	Age:	33, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/06/2004
Occupational Pilot:		Last Flight Review or Equivalent:	10/07/2004
Flight Time:	800 hours (Total, all aircraft), 100 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N7852P
Model/Series:	PA-24-250	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	24-3075
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	11/25/2003, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	82 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3825 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-A1D5
Registered Owner:	On File	Rated Power:	250 hp
Operator:	KW Avation	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OGD, 4473 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1653 MST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	6° C / -4° C
Precipitation and Obscuration:			
Departure Point:	Ogden, UT (OGD)	Type of Flight Plan Filed:	Unknown
Destination:	Ogden, UT (OGD)	Type of Clearance:	None
Departure Time:	1530 MST	Type of Airspace:	Class D

Airport Information

Airport:	OGDEN-HINCKLEY (OGD)	Runway Surface Type:	Unknown
Airport Elevation:	4473 ft	Runway Surface Condition:	Dry; Rough; Vegetation
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious	Latitude, Longitude:	41.184444, -112.001111

Administrative Information

Investigator In Charge (IIC):	David C Bowling	Report Date:	03/30/2005
Additional Participating Persons:	Dennis A Seals; FAA Flight Standards District Office; Salt Lake City, UT		
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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