



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Mansfield, MA	<b>Accident Number:</b>	ERA09LA496
<b>Date &amp; Time:</b>	09/01/2009, 1053 EDT	<b>Registration:</b>	N32146
<b>Aircraft:</b>	PIPER PA28-151	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The pilot performed a preflight inspection prior to departure, including "topping off" the fuel tanks, and he observed no contamination in the fuel. After departure, the pilot maneuvered in the local area for about 20 minutes. He performed a stall maneuver and shortly after the airplane's engine started to "sputter and run rough." The pilot attempted unsuccessfully to troubleshoot the problem, including turning on the carburetor heat and switching fuel tanks. When he realized that he would be unable to make it to a nearby airport, the pilot prepared for a forced landing to the highway below. During the landing, the left wing struck a barrier resulting in substantial damage. Examination of the airplane revealed sufficient fuel in the right tank and the left tank was breached. Examination of the engine revealed no mechanical anomalies. Review of the Federal Aviation Administration carburetor ice probability chart revealed that the temperature and dew point at the time of the accident were conducive to "serious icing" conditions at glide power.

## Flight Events

Maneuvering - Loss of engine power (partial)  
Emergency descent - Off-field or emergency landing  
Landing-landing roll - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
A loss of engine power due to carburetor icing as a result of the pilot's delayed use of carburetor heat.

## Findings

Personnel issues-Task performance-Use of equip/info-Use of equip/system-Pilot - C  
Environmental issues-Physical environment-Object/animal/substance-Wall/barricade-Contributed to outcome  
Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on equipment - C

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	664 hours (Total, all aircraft), 405 hours (Total, this make and model), 502 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	PIPER	Registration:	N32146
Model/Series:	PA28-151	Engines:	1 Reciprocating
Operator:	PLANE NONSENSE INC	Engine Manufacturer:	Lycoming
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-320 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	OWD, 49 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	4 knots, 350°
Temperature:	20° C / 7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Bedford, MA (BED)	Destination:	Bedford, MA (BED)

## 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

## Administrative Information

Investigator In Charge (IIC):	Jill M Andrews	Adopted Date:	10/21/2010
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74641">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=74641</a>		

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