



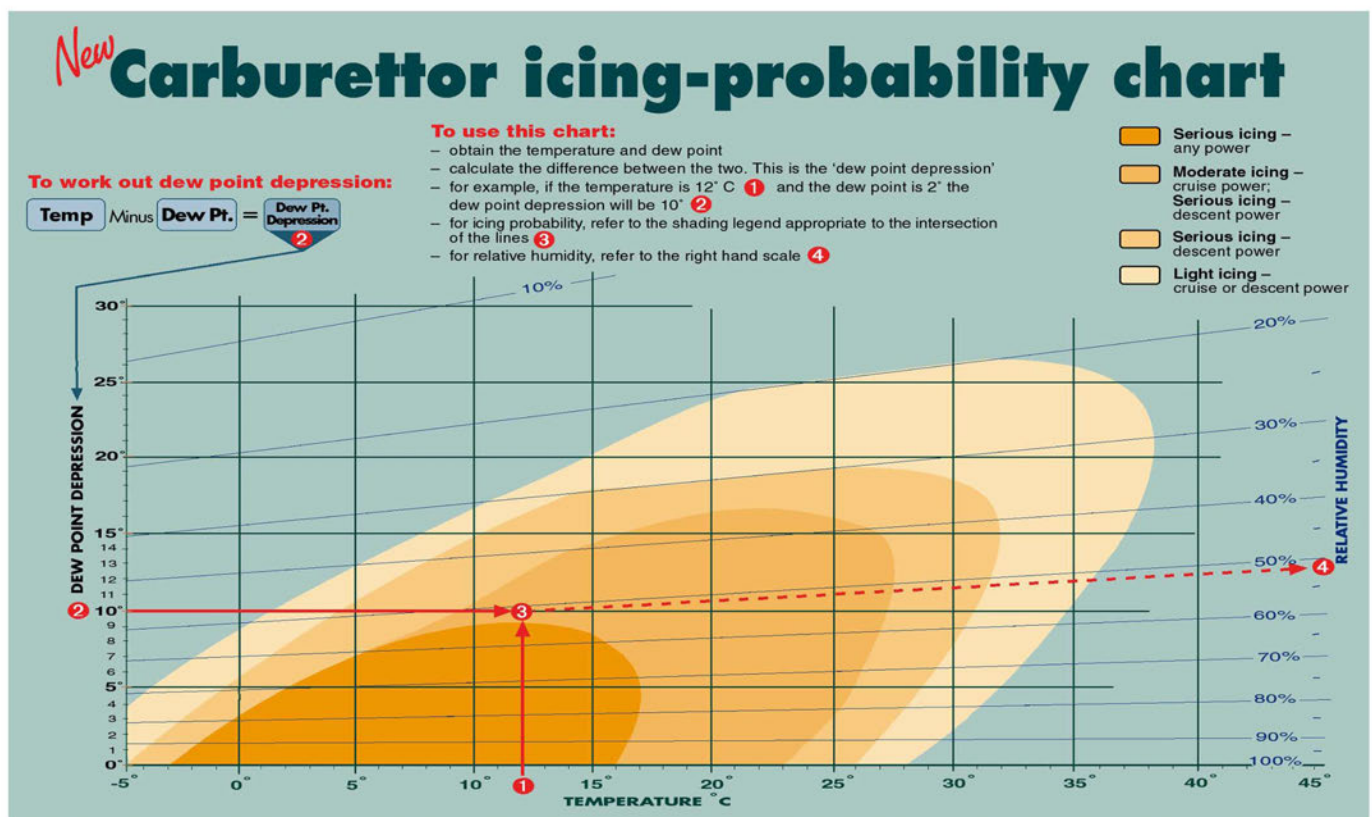
The National Transportation Safety Board

Office of Aviation Safety
Central Region
Memorandum for the Record
Carburetor Icing Probability,
Carburetor Airbox
Evaluation, and Engine
Examination Findings
CEN19LA071
Beechwood Wisconsin

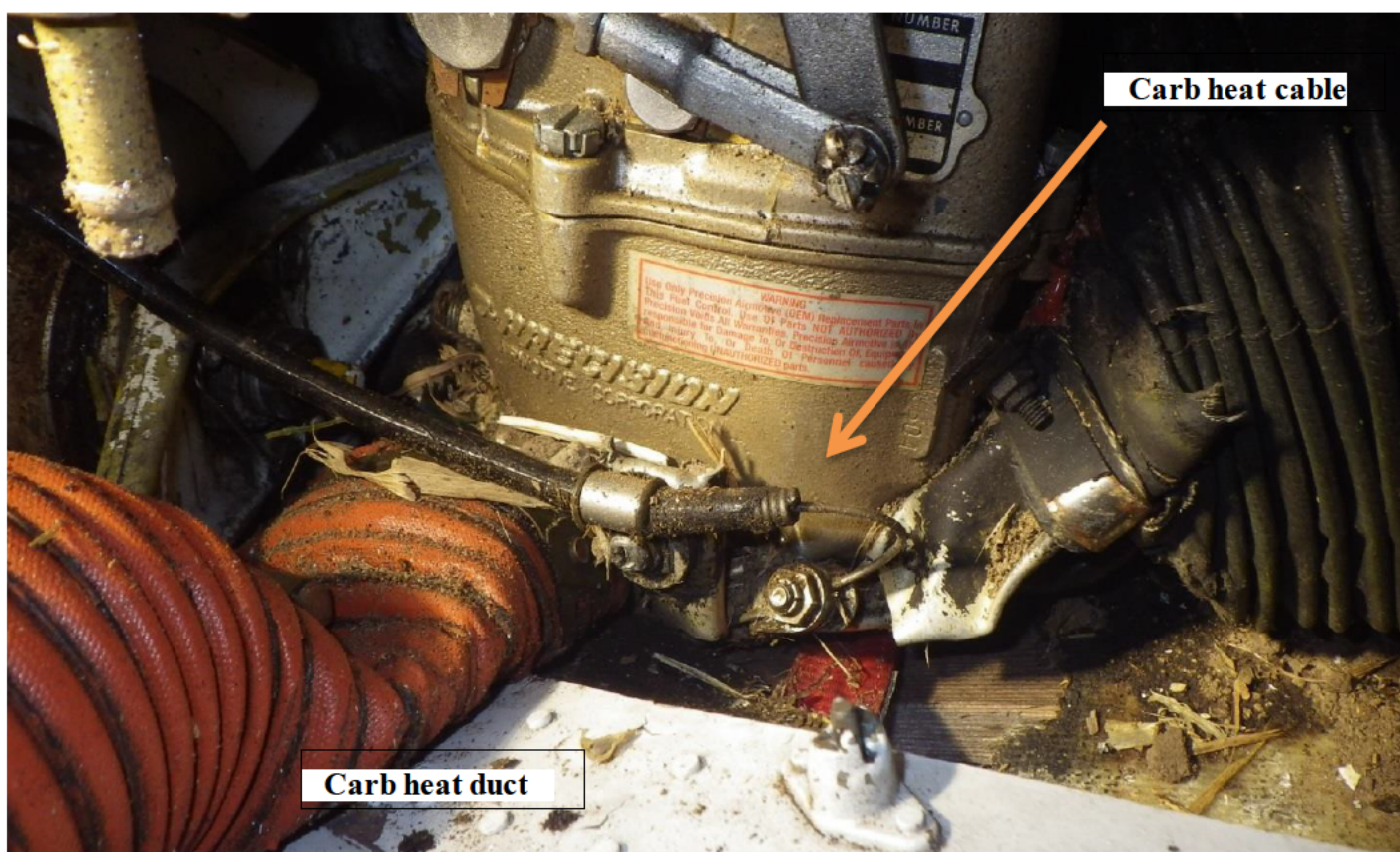
The nearest weather reporting facility (COU), located about 14 miles from the accident site, issued a METAR at 1453 CDT:

KSBM 1453 AUTO 03005KT 10SM OVC075 M07/M14 A3022 RMK AO2 SLP246 T10671144 50004

According to the carburetor icing probability chart, with a temperature of -7 degrees C and a dew point of -14 degrees C (-7 dew point depression), it could not be determined if the airplane's carburetor could have been subjected to icing, because the dew point depression was not within the charts matrix.



An examination of the carburetor air box rigging the and carburetor heat valve assembly was performed. Opening the cowl to gain access to the carb heat ductwork and valve assembly revealed that both have been crushed by the impact of the gear-up landing. In the cockpit, the carb heat control was in the forward position. Due to the carb heat valve assembly being crushed, it was not possible to determine if the rigging was correct



In the cockpit, the carb heat control was found in the forward (OFF) position.



The engine and fuel system were examined. No mechanical anomalies were discovered.

Alexander Lemishko

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