

Thurston, Gregory J (FAA)

From: mark kindem [REDACTED]
Sent: Monday, June 10, 2024 10:11 PM
To: Thurston, Gregory J (FAA)
Subject: Flight story

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Hello, I am getting my log book caught up. I should have it to you this week.

I was flying home from 08D Sunday evening. I was about 25 to 30 miles out when I was cleared by ATC for the RNAV 13 approach to KBJI. It was about 1230 A.M. A few minutes later the engine RPM went down, as if the key was shut off. I pulled the carb heat, and the engine made no sound difference. I added full rich, nothing, power to full, nothing. As I was in IMC, and was descending the whole time, and I made the decision to fly the airplane. I descended down through a layer of about 500 feet. I looked to my left and saw the town of Clearbrook MN. I headed that direction by doing a right 270 degree turn. My next memory is coming to consciousness, smashed up against the cockpit. I immediately thought of fire, and so I got out of the plane. While exiting I noticed my right leg was broken. My next memory was 10 to 12 hours later when I woke up in the Fargo Hospital.

I believe that the combination of temperature, dewpoint, made for carburetor icing. The engine Carburetor heat was insufficient to clear it up.

I should have notified ATC that I had an emergency. I apologize for not doing that.

I usually add carburetor heat when I reduce the throttle for the approach, not while at cruise. However, I wonder if I should have used it once I was cleared for the approach.

I hope this is helpful for you. Thank you for your patience and helpfulness.

Mark Kindem [REDACTED]

Sent from my Verizon, Samsung Galaxy smartphone