



National Transportation Safety Board Aviation Accident Final Report

Location:	SALT LAKE CITY, UT	Accident Number:	DEN99LA110
Date & Time:	07/01/1999, 1606 MDT	Registration:	N6165B
Aircraft:	Cessna 182A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot had been receiving vectors for spacing around traffic. When he was finally cleared to land, he was higher than traffic pattern altitude, and he slipped the airplane to dissipate excess altitude. When he advanced the throttle, the engine did not respond. An off-airport forced landing ensued. The airplane collided with a curb, stop sign, bus sign, and fence. The engine was later functionally tested and operated satisfactorily. It was the opinion of an FAA aviation safety inspector that the power loss may have been due to the engine 'loading up.' At the time of the accident, the airport temperature and dew point were 33 degrees C. (91.4 degrees F.) and 9 degrees C. (48.2 degrees F.), respectively. According to the Carburetor Icing Probability Curve, light icing at glide and cruise power settings are possible under these conditions.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power (nonmechanical) for reasons undetermined. Factors were the existence of conditions conducive to carburetor icing, and unsuitable terrain on which to make a forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

On July 1, 1999, at 1606 mountain daylight time, a Cessna 182A, N6165B, owned and operated by McCullough Engineering, was substantially damaged during a forced landing in Salt Lake City, Utah. The private pilot, the only occupant aboard, was not injured. Visual meteorological conditions prevailed, and no flight plan had been filed for the personal flight being conducted under Title 14 CFR Part 91. The flight originated in Loa, Utah, approximately 1430.

According to the pilot's accident report, he had been receiving vectors for spacing around traffic. When he was finally cleared to land, he was higher than traffic pattern altitude. He decided to slip the airplane to dissipate some of the excess altitude. At a point where he felt he was in the proper position to complete a normal landing, he ended the slip and advanced the throttle. The engine lost power and steps to restore power were unsuccessful. The pilot made an off-airport forced landing. The airplane struck the street curb which knocked off the nose landing gear, then collided with a stop sign, bus stop sign, and a fence, incurring extensive damage to the wings. The airplane then skidded to a halt.

On July 20, 1999, the engine was functionally tested under the direction of an FAA aviation safety inspector-maintenance. No discrepancies were noted. The inspector opined that the power loss may have been due to the engine "loading up" when power was applied after a prolonged period of idle power.

Shortly after the accident, at 1620, the temperature and dew point at Salt Lake City International Airport were 33 degrees C. (91.4 degrees F.) and 9 degrees C. (48.2 degrees F.), respectively.

According to the Carburetor Icing Curve, light icing at glide and cruise power settings are possible.

Pilot Information

Certificate:	Private	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/19/1997
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	161 hours (Total, all aircraft), 145 hours (Total, this make and model), 114 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6165B
Model/Series:	182A 182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34165
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/30/1999, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3500 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-470-L
Registered Owner:	MCCULLOUGH ENGINEERING	Rated Power:	230 hp
Operator:	JAMES R. MCCULLOUGH	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SLC, 4227 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1620 MDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	33° C / 9° C
Precipitation and Obscuration:			
Departure Point:	LOA, UT (38U)	Type of Flight Plan Filed:	None
Destination:	(SLC)	Type of Clearance:	VFR
Departure Time:	1430 MDT	Type of Airspace:	Class B

Airport Information

Airport:	SALT LAKE CITY INT'L (SLC)	Runway Surface Type:	Concrete
Airport Elevation:	4227 ft	Runway Surface Condition:	
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	4892 ft / 150 ft	VFR Approach/Landing:	Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ARNOLD W SCOTT	Report Date:	05/12/2000
Additional Participating Persons:	BRYAN W NEVILLE; 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.ntsbt.gov/pubdms/ .		

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