



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWPORT, OR	Accident Number:	SEA83LA036
Date & Time:	01/01/1983, 1635 PST	Registration:	N1296M
Aircraft:	CESSNA 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ENGINE LOST POWER WHEN THE PILOT WAS ON AN EXTENDED BASE LEG FOR LANDING. FROM THAT POSITION, HE COULD NOT GLIDE TO THE RUNWAY, SO HE ELECTED TO LAND ON A NEARBY BEACH. THE LOCATION OF PEOPLE WALKING ON THE BEACH PREVENTED AN UPWIND LANDING, SO THE PILOT TURNED TO LAND DOWNWIND. THIS REQUIRED A STEEP TURN AT LOW ALTITUDE TO AVOID LANDING IN THE OCEAN. THE PILOT STATED THAT THE UPPER WING MAY HAVE STALLED SOMEWHAT AS THERE WAS VIRTUALLY NO CONTROL FOR THE LAST 20 FT OF DESCENT. THE PLANE LANDED ON THE BEACH ON ALL THREE WHEELS, BUT THE NOSE AND RIGHT MAIN GEAR COLLAPSED. AN INVESTIGATION REVEALED THAT THE CARBURETOR CHAMBERS AND FUEL FILTER BOWL CONTAINED WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

1. (F) FLUID,FUEL - WATER
 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #4: GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
4. (F) TERRAIN CONDITION - SOFT
5. (F) LANDING GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Expired	Last FAA Medical Exam:	10/03/1979
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3929 hours (Total, all aircraft), 490 hours (Total, this make and model), 3800 hours (Pilot In Command, all aircraft), 62 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1296M
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18264278
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/20/1982, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2134 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	O-470-R
Registered Owner:	BRUCE R. MATE	Rated Power:	230 hp
Operator:	BRUCE R. MATE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	OTH, 14 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	1630 PST	Direction from Accident Site:	164°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7° C / -1° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D; Class G

Airport Information

Airport:	NEWPORT MUNICIPAL (ONP)	Runway Surface Type:	Asphalt
Airport Elevation:	161 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5078 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	H	D DAILY	Report Date:
Additional Participating Persons:			
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).