



National Transportation Safety Board Aviation Accident Data Summary

Location:	NEWPORT, OR	Accident Number:	SEA83LA036
Date & Time:	01/01/1983, 1635 PST	Registration:	N1296M
Aircraft:	CESSNA 182P	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

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

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

Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):		Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	BRUCE R. MATE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:		Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	OTH, 14 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 5000 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 120°
Temperature:	7° C	Visibility	25 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	NEWPORT MUNICIPAL (ONP)	Runway Surface Type:	Asphalt
Runway Used:	16	Runway Surface Condition:	Dry
Runway Length/Width:	5078 ft / 150 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): H D DAILY

Adopted 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.