



National Transportation Safety Board Aviation Accident Final Report

Location:	OREGON CITY, OR	Accident Number:	SEA83LA051
Date & Time:	02/02/1983, 1700 PST	Registration:	N30356
Aircraft:	CESSNA 177A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING ARRIVAL AT DUSK, THE PLT MADE AN APCH TO RWY 9 WITH A HEADWIND AT 19, GUSTING 30 KTS. WHILE ON FINAL APCH, THE ACFT COLLIDED WITH POWER LINES NEAR THE APCH END OF THE RWY. THE PLT REPORTED THAT HE DID NOT SEE THE LINES UNTIL JUST PRIOR TO IMPACT, THEN TRIED TO FLY UNDER THEM, BUT DID NOT AVOID THE COLLISION. HE REPORTED THE TAIL SECTION, WINGS & FRONT OF THE ACFT WERE DAMAGED.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) WEATHER CONDITION - HIGH WIND
2. (C) WEATHER CONDITION - GUSTS
3. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
4. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

5. (F) LIGHT CONDITION - DUSK
6. (F) OBJECT - WIRE, TRANSMISSION

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
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/07/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1103 hours (Total, all aircraft), 56 hours (Total, this make and model), 1055 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N30356
Model/Series:	177A 177A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17701203
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2500 lbs
Time Since Last Inspection:	0 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1610 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-360-A2F
Registered Owner:	DANNY & KATHY BERGE	Rated Power:	180 hp
Operator:	DANNY & KATHY BERGE	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	PDX, 26 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	1652 PST	Direction from Accident Site:	170°
Lowest Cloud Condition:	Scattered / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	19 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	9°C / -1°C
Precipitation and Obscuration:			
Departure Point:	BEND, OR (S07)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	FAIRWAYS	Runway Surface Type:	Grass/turf
Airport Elevation:	550 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	None
Runway Length/Width:	3000 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WALLACE L STRIPLING	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/ .		

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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](#).