



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	OREGON CITY, OR	<b>Accident Number:</b>	SEA83LA051
<b>Date &amp; Time:</b>	02/02/1983, 1700 PST	<b>Registration:</b>	N30356
<b>Aircraft:</b>	CESSNA 177A	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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

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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

## Pilot Information

Certificate:	Private	Age:	36
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):		Instructor Rating(s):	
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	Engines:	1 Reciprocating
Operator:	DANNY & KATHY BERGE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:		Engine Model/Series:	O-360-A2F
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:	PDX, 26 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	19 knots / 30 knots, 90°
Temperature:	9° C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	BEND, OR (S07)	Destination:	

## Airport Information

Airport:	FAIRWAYS	Runway Surface Type:	Grass/turf
Runway Used:	9	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC): WALLACE L STRIPLING

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](mailto: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 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.