



National Transportation Safety Board Aviation Accident Final Report

Location:	LONOKE, AR	Accident Number:	FTW83LA227
Date & Time:	05/01/1983, 1145 CDT	Registration:	N7044Q
Aircraft:	CESSNA 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE ENG QUIT AFTER TAKEOFF. THE ACFT CRASHED IN A WHEAT FIELD WHILE RETURNING TO THE ARPT. THE CARB WAS FOUND FULL OF WATER. THE ACFT SALVAGE OPERATOR REPORTED FINDING A LARGE QUANTITY OF WATER IN THE BLADDER-TYPE FUEL CELLS.

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: CLIMB - TO CRUISE

Findings

1. (C) FUEL SYSTEM,TANK - INADEQUATE
2. (C) FLUID,FUEL - WATER

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

3. TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/03/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1400 hours (Total, all aircraft), 980 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7044Q
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18262020
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/1982, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	22 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1737 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470R
Registered Owner:	AERIE, INC.	Rated Power:	230 hp
Operator:	AERIE, INC.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	LIT, 285 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1100 CDT	Direction from Accident Site:	255°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	23° C / 14° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Airport Information

Airport:	TIDWELL AIRSTRIP	Runway Surface Type:	Grass/turf
Airport Elevation:	245 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft	VFR Approach/Landing:	Forced Landing

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):	J. H DAUGHERTY	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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](#).