



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWPORT, RI	Accident Number:	NYC83LA129
Date & Time:	06/01/1983, 2015 EDT	Registration:	N9283G
Aircraft:	CESSNA 182N	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Analysis

THE ACFT WENT OFF THE WET RUNWAY ONTO THE WET GRASS DOWN AN EMBANKMENT AND INTO SOME ROCKS. THE INSTRUCTOR WAS MAKING THIS FINAL LANDING. BRAKING WAS POOR FROM A LIGHT RAIN. AS A TURN WAS STARTED ONTO A TAXIWAY AT THE END OF RUNWAY 22 THE ACFT WENT ONTO THE WET GRASS AND CONTINUED DOWN AN EMBANKMENT. THE BRAKES WERE CHECKED AND OPERATED SATISFACTORILY AFTER THE ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. (F) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/12/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1193 hours (Total, all aircraft), 35 hours (Total, this make and model), 1047 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9283G
Model/Series:	182N 182N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	182-60823
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/05/1983, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	680 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	BRUCE PURDY	Rated Power:	230 hp
Operator:	BRUCE PURDY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 5000 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1830 EDT	Type of Airspace:	

Airport Information

Airport:	NEWPORT STATE (2B4)	Runway Surface Type:	Asphalt
Airport Elevation:	170 ft	Runway Surface Condition:	Wet
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	VERNON A TAYLOR	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](#).