



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SAN ANTONIO, TX	<b>Accident Number:</b>	FTW83LA318
<b>Date &amp; Time:</b>	07/01/1983, 1545 CDT	<b>Registration:</b>	N6386Q
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Analysis

DURING FLT, THE ENG BEGAN TO LOSE POWER & THE PLT WAS UNABLE TO MAINTAIN ALTITUDE. HE TRIED VARIOUS THINGS TO RESTORE POWER WHICH INCLUDED CHANGING POSITIONS OF THE MAGNETO SWITCH. SUBSEQUENTLY, THE ACFT WAS DITCHED IN A LAKE. THE MAGNETO SWITCH WAS FOUND POSITIONED THE THE LEFT POSITION, BUT NO OTHER DISCREPANCIES WERE FOUND.

## Probable Cause

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

## Findings

Occurrence #1: LOSS OF ENGINE POWER  
Phase of Operation: CRUISE

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING  
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Occurrence #3: DITCHING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	20
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	54 hours (Total, all aircraft), 54 hours (Total, this make and model), 15 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6386Q
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	STINSON AVIATION	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-235-L2C
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SAT, 600 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	11 knots / , 160°
<b>Temperature:</b>	35° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	SAN ANTONIO, TX (SSF)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	JEAN H DAUGHERTY	<b>Adopted Date:</b>	
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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.