



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FAIRFIELD, CA	<b>Accident Number:</b>	LAX84LA086
<b>Date &amp; Time:</b>	12/01/1983, 1645 PST	<b>Registration:</b>	N48886
<b>Aircraft:</b>	CESSNA 152	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

## Analysis

AFTER TAKING OFF & WHILE CLIMBING THRU ABOUT 100 TO 300 FT, THE ENG LOST POWER. DURING A FORCED LANDING, THE ACFT IMPACTED A FENCE & A BERM, AND WENT OVER RAILROAD TRACKS, THEN CAME TO REST INVERTED IN A DITCH. AN EXAM OF THE ACFT REVEALED CORROSION IN THE FUEL STRAINER. ABOUT 1 1/2 CUPS OF WATER WAS DRAINED FROM THE RIGHT FUEL TANK LINE & ABOUT 1/8 CUP OF WATER WAS DRAINED FROM THE LEFT FUEL TANK LINE. THIS WAS THE 1ST FLT SINCE THE ENG HAD BEEN REBUILT & INSTALLED.

## Probable Cause

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: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) MAINTENANCE - IMPROPER
  2. (C) FLUID,FUEL - CONTAMINATION
  3. (C) BLEED AIR SYSTEM,VALVE - CORRODED
  4. (C) FLUID,FUEL - WATER
  5. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING

-----

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING

### Findings

6. (F) OBJECT - FENCE
- 

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

7. (F) TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

-----

Occurrence #5: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

9. (F) TERRAIN CONDITION - DITCH

## Pilot Information

<b>Certificate:</b>	Flight Engineer; Private	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	715 hours (Total, all aircraft), 260 hours (Total, this make and model), 610 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N48886
<b>Model/Series:</b>	152 152	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KARI EMERSON & PAULA SALSMAN	<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 -		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	SUU, 62 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 8000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 240°
<b>Temperature:</b>	13°C	<b>Visibility</b>	8 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	<b>Destination:</b>		

## Airport Information

<b>Airport:</b>	TRAVIS AERO CLUB (8Q0)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	22	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	2000 ft / 40 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	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 <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> .		

---

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.