



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	GREENVILLE, ME	<b>Accident Number:</b>	NYC82DA112
<b>Date &amp; Time:</b>	06/01/1982, 1715 EDT	<b>Registration:</b>	N52178
<b>Aircraft:</b>	CESSNA 172P	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

THE PILOT REPORTED THAT DURING TAKEOFF, THERE WAS A PARTIAL LOSS OF ENGINE POWER AFTER THE FLOAT PLANE HAD CLIMBED ABOUT 200 TO 300 FT. CARBURETOR HEAT WAS APPLIED, BUT THERE WAS NO IMMEDIATE EFFECT. THE PILOT REPORTED THAT AFTER THE PLANE STARTED TO SETTLE, THE ENGINE SUDDENLY GAINED FULL POWER. AFTER REGAINING AIRSPEED AND REENTERING A CLIMB, THERE WAS ANOTHER PARTIAL LOSS OF POWER. SUBSEQUENTLY, THE PILOT WAS UNABLE TO MAINTAIN ALTITUDE AND CRASH LANDED IN A WOODED AREA.

## 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: TAKEOFF - INITIAL CLIMB

Findings  
1. (C) MISCELLANEOUS - UNDETERMINED  
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Occurrence #2: FORCED LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN  
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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings  
2. (F) OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	41
<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>	None
<b>Flight Time:</b>	773 hours (Total, all aircraft), 239 hours (Total, this make and model), 690 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>	N52178
<b>Model/Series:</b>	172P 172P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	TURNER AVIATION, INC.	<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>		<b>Engine Model/Series:</b>	O-320-D2J
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Unknown
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 225°
<b>Temperature:</b>	70° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MOOSEHEAD LAKE, ME	<b>Destination:</b>	CHAMBERLAIN LAK, ME

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<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>	<b>Adopted Date:</b>	06/01/1983
<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> .	

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.

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