



National Transportation Safety Board Aviation Accident Final Report

Location:	Covington, LA	Accident Number:	DFW06CA117
Date & Time:	05/02/2006, 0900 CDT	Registration:	N42336
Aircraft:	Cessna 182L	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The 2,000-hour private pilot of the single-engine airplane experienced a total loss of engine power during the initial climb. The pilot reported that about 400 feet above the ground (AGL), the engine "abruptly quit," and he attempted a left turn to attempt to return to the field; however, he impacted trees and then the ground before reaching the runway. The pilot also reported that he had topped-off the fuel tanks with 34 gallons of 100LL fuel at the airport 4 days earlier. An examination of the wreckage revealed that the carburetor bowl was half filled with what appeared to be rusty water. The gascolator was removed and examined. It did not contain any fluid; however, the inside of the bowl contained a large amount of corrosion. The wing fuel bladders tanks were empty, and no folds or obstructions were noted. The left fuel tank was breached, and no fuel cap was present. The vented right fuel cap was in good condition, with a pliable rubber gasket. No other evidence of preimpact mechanical failure or malfunction was observed. The airport fuel provider reported to the FAA that fuel samples were tested on the day of the accident and found to be within specification with no contaminants.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power due to water contamination in the fuel system for undetermined reasons. A contributing factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM - CONTAMINATION, WATER

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

2. OBJECT - TREE(S)
3. (F) TERRAIN CONDITION - NONE SUITABLE

Factual Information

Pilot Information

Certificate:	Private	Age:	59, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3	Last Medical Exam:	11/01/2004
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2000 hours (Total, all aircraft), 1000 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N42336
Model/Series:	182L	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18258972
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/01/2005, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	17.7 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4604 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	Raymond Sainthill	Rated Power:	230 hp
Operator:	Raymond Sainthill	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	ASD, 39 ft msl	Observation Time:	0853 CDT
Distance from Accident Site:	16 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	130°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 1600 ft agl	Temperature/Dew Point:	24° C / 19° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	8 knots, 170°	Visibility (RVR):	
Altimeter Setting:	30.1 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Covington, LA (L31)	Type of Flight Plan Filed:	IFR
Destination:	Hampton, GA (4A7)	Type of Clearance:	IFR
Departure Time:	0857 CDT	Type of Airspace:	

Airport Information

Airport:	St. Tammany Regional Airport (L31)	Runway Surface Type:	Asphalt
Airport Elevation:	39 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	2999 ft / 75 ft	VFR Approach/Landing:	None

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
Total Injuries:	1 Minor		

Administrative Information

Investigator In Charge (IIC):	Frank McGill	Adopted Date:	10/03/2006
Additional Participating Persons:	Richard Gordon; Federal Administration Directory; Baton Rouge, LA Peter J Basile; Cessna Aircraft Company; Wichita, KS John Kent; Teledyne Continental Motors, Inc.; Mobile, AL		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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