



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Covington, LA	<b>Accident Number:</b>	DFW06CA117
<b>Date &amp; Time:</b>	05/02/2006, 0900 CDT	<b>Registration:</b>	N42336
<b>Aircraft:</b>	Cessna 182L	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## 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

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  
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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING  
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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING

### Findings

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

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N42336
<b>Model/Series:</b>	182L	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Raymond Sainthill	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-R
<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>	ASD, 39 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 170°
<b>Temperature:</b>	24° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Covington, LA (L31)	<b>Destination:</b>	Hampton, GA (4A7)

## Airport Information

<b>Airport:</b>	St. Tammany Regional Airport (L31)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	2999 ft / 75 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<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>	30.445000, -89.988889		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Frank McGill	<b>Adopted Date:</b>	10/03/2006
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<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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