



National Transportation Safety Board Aviation Accident Data Summary

Location:	Chenega Bay, AK	Accident Number:	ANC06LA067
Date & Time:	06/02/2006, 1430 AKD	Registration:	N21545
Aircraft:	Cessna 182	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private certificated pilot reported that he was looking for potential landing areas near a cabin on a remote island during a cross-country Title 14, CFR Part 91 personal flight. He scanned an area at 400 feet above ground level (agl) for about 15 to 20 minutes. The airplane was configured with 20 degrees of flaps, carburetor heat on, and an engine power setting of about 18 to 20 inches of manifold pressure. The outside temperature was 52 degrees F. He spotted the cabin he was looking for, and began a descent for a low-level pass along a beach. The pilot configured the airplane to full flaps, the engine power was near idle, and the carburetor heat was "on." He then attempted to add engine power to level the airplane, but it did not respond. He pushed the throttle in and out several times without any change in power from idle. The airplane continued to descend, and as the wheel began to strike low brush, the engine went to full power, but the airplane touched down in the rough terrain and nosed over. The airplane received structural damage to the fuselage and wings. In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, he indicated that during the flight to the island, the engine developed a slight roughness, accompanied by about a 1 inch drop in manifold pressure. He noted the carburetor temperature gauge was indicating -35 degrees F. He applied carburetor heat, which raised the carburetor heat temperature to about 0 degrees F, but no further. The pilot said he then decreased the engine power to idle, reapplied carburetor heat, and noted that after about 1 minute, the carburetor temperature increased to about 55 degrees F, which resolved the engine roughness. The pilot reported that he previously had a carburetor heat problem about 8 months prior to the accident. After a normal landing at an airport, he applied engine power to takeoff, but the engine would only produce about 14 inches of manifold pressure with the carburetor heat on. After several seconds of idling the engine with full carburetor heat applied, full power was restored. The pilot indicated that the airplane had an annual inspection in February, 2006, and he had flown the airplane for about 120 hours without a repeat of the problem. The airplane was recovered from the island, but the engine was not examined by FAA or NTSB personnel.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for an undetermined reason while maneuvering at low level over a beach, which resulted in an in-flight collision with rough terrain and a nose over. A factor in the accident was the rough/uneven terrain.

Findings

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

Findings

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: EMERGENCY LANDING

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4: NOSE OVER

Phase of Operation: EMERGENCY LANDING

Pilot Information

Certificate:	Private	Age:	34
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	227 hours (Total, all aircraft), 138 hours (Total, this make and model), 181 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N21545
Model/Series:	182	Engines:	1 Reciprocating
Operator:	Joseph V. Riggs	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	Light and Variable
Temperature:	11 °C	Visibility	20 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Anchorage, AK (PAMR)	Destination:	Chenega Bay, AK

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Adopted Date:	01/31/2007
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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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.