



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Watertown, WI	<b>Accident Number:</b>	CEN15LA333
<b>Date &amp; Time:</b>	08/01/2015, 1745 CDT	<b>Registration:</b>	N1685R
<b>Aircraft:</b>	CESSNA 182	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private pilot was planning to conduct some practice takeoffs and landings. The pilot reported that he conducted a normal preflight and that the airplane had about 75 gallons of fuel on board. Shortly after takeoff and while on the base leg to the runway, the engine lost power. The pilot pushed the throttle, mixture, and prop levers full forward and then turned the auxiliary fuel pump on, but the engine did not respond. The airplane subsequently impacted trees near a residence and then came to rest on its right side.

On-scene examination revealed that the left wing's fuel bladder tank appeared intact but that it was absent of fuel and that the right wing's bladder tank was torn and contained about 2 gallons of fuel. However, the examination was unable to determine the quantity of fuel that may have leaked out after the fuel system was compromised during the accident. An engine test run was conducted, and the engine started and ran with no abnormalities noted. A review of the carburetor icing probability chart indicated that the airplane was operating in weather conditions associated with a serious risk of carburetor ice accumulation at glide power settings. The pilot was on the base leg of the traffic pattern, and he likely reduced engine power to a glide power setting because he was approaching the runway for landing.

## Flight Events

Approach-VFR pattern downwind - Loss of engine power (total)

Approach-VFR pattern base - Other weather encounter

Approach-VFR pattern base - Fuel related

## 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 carburetor icing.

## Findings

Environmental issues-Conditions/weather/phenomena-Temp/humidity/pressure-Conducive to carburetor icing-Effect on equipment - C

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	82
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1976 hours (Total, all aircraft), 1561 hours (Total, this make and model), 1734 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N1685R
<b>Model/Series:</b>	182	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	On file	<b>Engine Manufacturer:</b>	Lycoming
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-540
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KRYV	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, 280°
<b>Temperature:</b>	28°C / 16°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Watertown, WI (KRYV)	<b>Destination:</b>	Watertown, WI (KRYV)

## Airport Information

<b>Airport:</b>	Watertown Municipal (KRYV)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	N/A	<b>Runway Surface Condition:</b>	Vegetation
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Craig Hatch	<b>Adopted Date:</b>	02/17/2016
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91694">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91694</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

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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.