



Aviation Investigation Final Report

Location:	NEAR KENT, Washington	Accident Number:	SEA83LA055
Date & Time:	February 11, 1983, 17:30 Local	Registration:	N25320
Aircraft:	CESSNA 152	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR AND STUDENT ENCOUNTERED EXTREME TURBULENCE DURING A CLIMB TO 2000 FEET SO THE TOOK THE CONTROLS AND THE RETARDED POWER TO LOWER SPEED AND LOSE ALTITUDE. DESCENT WAS MADE FROM 1800 FEET TO 1300 FEET BEFORE THE THROTTLE WAS ADVANCED AND WHEN IT WAS THERE WAS NO ENGINE RESPONSE. A LANDING WAS ATTEMPTED ON A HIGHWAY WHEN THE ENGINE FAILED TO RESTART. DURING THE LANDING THE RIGHT WING STRUCK A SIGN WHILE THE PILOT MANEUVERED TO AVOID TRAFFIC. DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT WENT THROUGH A SERIES OF YAWING, SLIDING MANEUVERS UNTIL IT STOPPED ON THE SHOULDER OF HIGHWAY 18. AN EXAMINATION OF THE ENGINE DISCLOSED NO PREIMPACT MALFUNCTION OR FAILURE. THE ENGINE WAS SUBSEQUENTLY STARTED AND IT IDLED SATISFACTORILY.

Probable Cause and Findings

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: DESCENT

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED
2. (F) WEATHER CONDITION - TURBULENCE,CLEAR AIR
3. (F) WEATHER CONDITION - RAIN

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. (F) OBJECT - VEHICLE
5. (F) MANEUVER - PERFORMED - PILOT IN COMMAND
6. (F) OBJECT - UTILITY POLE

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 1, 1982
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3053 hours (Total, all aircraft), 852 hours (Total, this make and model), 2898 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 20 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N25320
Model/Series:	152 152	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	15280593
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 18, 1982 100 hour	Certified Max Gross Wt.:	1670 lbs
Time Since Last Inspection:	55 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2463 Hrs	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-235-L2C
Registered Owner:	NORMAN C. GRIER	Rated Power:	110 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	CREST AIRPARK	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	RNT ,29 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	17:45 Local	Direction from Accident Site:	324°
Lowest Cloud Condition:	Unknown / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 6500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	KENT , WA (S36)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	CREST AIRPORT S36	Runway Surface Type:	Asphalt
Airport Elevation:	475 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.399505,-122.189476(est)

Administrative Information

Investigator In Charge (IIC): McCreary, Steven

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=39662>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).