



Aviation Investigation Final Report

Location:	N. BONNEVILLE, Washington	Accident Number:	SEA89LA044
Date & Time:	January 30, 1989, 16:30 Local	Registration:	N3254Y
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT PURCHASED THE ACFT AND OBTAINED A FERRY PERMIT (DELINQUENT ANNUAL). AFTER THE FIRST STOP, THE PLT EXPERIENCED DIFFICULTY STARTING THE ENG. THE ENG WOULD START THEN DIE ON THROTTLE APPLICATION. A MECHANIC ADVISED THE PLT THAT THE CARB HEAT WAS IN NEED OF AN OVERHAUL. DURING CRUISE FLT, THE PLT NOTED VISIBLE MOISTURE ON THE WINDSHIELD AND APPLIED CARB HEAT. THE PLT LATER NOTED THE CARB HEAT TEMP 'IN YELLOW' AND ADDED MORE HEAT AFTER WHICH THE ENG QUIT. THE PLT ATTEMPTED TO RESTART THE ENG AND THE ENG WOULD FIRE BUT DIE ON THROTTLE APPLICATION. A FORCED LANDING WAS ATTEMPTED ON AN ISLAND. THE ACFT TOUCHED DOWN 100 FT SHORT AND SANK. DISASSEMBLY AND INSPECTION OF THE CARB SHOWED NO MECH FAILURE OR UNDUE WEAR/TEAR; HOWEVER, INSPECTION FAILED TO REVEAL IF THE CARB WAS SET WITHIN SPECS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: SOME FORM OF CARBURETOR MALFUNCTION OR FAILURE WHICH RESULTED IN A LOSS OF ENGINE POWER. CONTRIBUTING TO THE ACCIDENT WAS THE PLANNED FORCED LANDING APPROACH BY THE PLT WHICH RESULTED IN THE AIRPLANE LANDING SHORT OF THE DESIRED LANDING SITE.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. WEATHER CONDITION - CLOUDS
2. (C) FUEL SYSTEM, CARBURETOR - ERRATIC

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: UNDERSHOOT

Phase of Operation: LANDING

Findings

3. (F) WEATHER CONDITION - HIGH WIND
4. (C) PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	41, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 31, 1987
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	420 hours (Total, all aircraft), 12 hours (Total, this make and model), 380 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3254Y
Model/Series:	182 182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	51828
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	January 26, 1986 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3697 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:	BERNARD A. MAXWELL	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PDX ,26 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	16:50 Local	Direction from Accident Site:	250°
Lowest Cloud Condition:	Unknown	Visibility	20 miles
Lowest Ceiling:	Broken / 4500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ONTARIO , OR (ONO)	Type of Flight Plan Filed:	None
Destination:	YELM , WA (WA72)	Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.670131,-121.989738(est)

Administrative Information

Investigator In Charge (IIC):	Daily, H
Additional Participating Persons:	BOB BRAZE; HILLSBORO , OR
Original Publish Date:	September 28, 1990
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40976

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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](#).