



Aviation Investigation Final Report

Location:	SALEM, Oregon	Accident Number:	SEA93LA063
Date & Time:	February 4, 1993, 17:00 Local	Registration:	N2019N
Aircraft:	CESSNA 140	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE AIRCRAFT EXPERIENCED A COMPLETE LOSS OF POWER DURING LOW LEVEL AERIAL OBSERVATION MANEUVERS. THE PILOT ATTEMPTED TO LAND ON A DIRT ROAD, BUT THE WING SPAN OF THE AIRCRAFT WAS WIDER THAN THE WIDTH OF THE ROAD. THE WING OF THE AIRCRAFT IMPACTED A TREE ON THE SIDE OF THE ROAD AS THE PILOT WAS ATTEMPTING TO LAND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A COMPLETE LOSS OF POWER FOR UNDETERMINED REASONS. FACTORS INCLUDE UNSUITABLE TERRAIN, AND TREES SURROUNDING THE FORCED LANDING SITE.

Findings

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

Findings
1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

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

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 21, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	694 hours (Total, all aircraft), 591 hours (Total, this make and model), 694 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2019N
Model/Series:	140 140	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	12255
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 10, 1992 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	108 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2071 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-200-A
Registered Owner:	COSENTINO, JOSEPH & DEBORA	Rated Power:	100 Horsepower
Operator:	COSENTINO, JOSEPH & DEBORA	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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	70 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:20 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	45.0102,-122.910011(est)

Administrative Information

Investigator In Charge (IIC):	Anderson, Orrin
Additional Participating Persons:	TOM WEISGERBER; PORTLAND , OR
Original Publish Date:	October 13, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42986

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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](#).