



Aviation Investigation Final Report

Location:	SCOOBA, Mississippi	Accident Number:	ATL82DA180
Date & Time:	June 29, 1982, 10:30 Local	Registration:	N93DM
Aircraft:	CESSNA 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE AIRCRAFT WAS CLIMBING TO CRUISE ALTITUDE OF 8500 FEET. THE ENGINE BEGAN TO LOSE POWER, THEN QUIT ENTIRELY. THE PILOT CALLED THE ACCOMPANYING AIRCRAFT AND MADE AN EMERGENCY LANDING IN A PLOWED FIELD. THE AIRCRAFT NOSED OVER DURING LANDING. EXAMINATION REVEALED THE INTAKE FILTER WAS IMPROPERLY INSTALLED WHICH BLOCKED AIR TO THE INDUCTION SYSTEM.

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(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) INDUCTION AIR CONTROL/SYSTEM - BLOCKED(PARTIAL)
 2. (C) MAINTENANCE,SERVICE OF AIRCRAFT/EQUIPMENT - ISSUED - OTHER MAINTENANCE PERSONNEL
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Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	February 18, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	193 hours (Total, all aircraft), 193 hours (Total, this make and model), 136 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N93DM
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	18503667
Landing Gear Type:	Amphibian	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	89 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1689 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	DRESSER MAGCORBAR	Rated Power:	300 Horsepower
Operator:	DRESSER MAGCORBAR	Operating Certificate(s) Held:	
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:	Scattered / 4500 ft AGL	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	210°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	79°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ALICEVILLE , AL	Type of Flight Plan Filed:	None
Destination:	HOUMA , LA	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	

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:	None

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:	32.829097,-88.469787(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 29, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72573>

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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](#).