



# Aviation Investigation Final Report

<b>Location:</b>	Crescent Mills, California	<b>Accident Number:</b>	WPR18TA157
<b>Date &amp; Time:</b>	May 18, 2018, 08:09 Local	<b>Registration:</b>	N9163X
<b>Aircraft:</b>	Cessna 182D	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel related	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that when he arrived in the vicinity of the destination airport, there was fog in the valley where the airport was located, and he began circling the airplane at a low engine power setting. The engine subsequently lost total power, and the pilot performed a forced landing to a river, resulting in substantial damage to the right wing. The atmospheric conditions present in the area at the time of the accident were conducive to the development of serious carburetor icing at glide power settings which likely resulted in the loss of engine power.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

A total loss of engine power due to the development of carburetor icing.

## Findings

<b>Environmental issues</b>	Conducive to carburetor icing - Effect on equipment
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## Factual Information

### History of Flight

<b>Maneuvering</b>	Fuel related (Defining event)
<b>Maneuvering</b>	Off-field or emergency landing
<b>Landing</b>	Collision with terr/obj (non-CFIT)

On May 18, 2018, about 0809 Pacific daylight time, a Cessna 182D airplane, N9163X, was substantially damaged when it was involved in an accident near Crescent Mills, California. The private pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that, as he approached the destination airport, he observed fog low in the valley where the airport was located and began to circle at a low engine power setting. While circling, the engine lost total power. The pilot established the airplane's best glide speed and proceeded toward a river for a forced landing. The airplane impacted rocks and came to rest nose down with the left wing in the water, resulting in substantial damage to the right wing.

The atmospheric conditions present in the area of the accident site included a surface temperature of 22°C, dew point of 7.5°C, and a relative humidity of 63%; consistent with a potential for serious carburetor icing at glide power settings.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	35,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 29, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 22, 2018
<b>Flight Time:</b>	84 hours (Total, all aircraft), 7 hours (Total, this make and model), 52 hours (Pilot In Command, all aircraft), 28 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9163X
<b>Model/Series:</b>	182D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1961	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18253563
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	March 12, 2018 Annual	<b>Certified Max Gross Wt.:</b>	2348 lbs
<b>Time Since Last Inspection:</b>	20 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3795 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KSVE, 4149 ft msl	<b>Distance from Accident Site:</b>	22 Nautical Miles
<b>Observation Time:</b>	08:15 Local	<b>Direction from Accident Site:</b>	44°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.04 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Redding, CA (O85 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Quincy, CA (201 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.04861,-120.980834

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Link, Samantha		
<b>Additional Participating Persons:</b>	Aaron Southerland; Federal Aviation Administration; Reno, NV		
<b>Original Publish Date:</b>	June 1, 2021	<b>Investigation Class:</b>	3
<b>Note:</b>	The NTSB did not travel to the scene of this accident.		
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97361">https://data.nts.gov/Docket?ProjectID=97361</a>		

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