



# National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-----------------|
| <b>Location:</b>               | PHOENIX, AZ                          | <b>Accident Number:</b> | LAX94LA209      |
| <b>Date &amp; Time:</b>        | 05/01/1994, 1430 MST                 | <b>Registration:</b>    | N1454S          |
| <b>Aircraft:</b>               | CESSNA 182P                          | <b>Aircraft Damage:</b> | Substantial     |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 1 Minor, 2 None |
| <b>Flight Conducted Under:</b> | Part 91: General Aviation - Personal |                         |                 |

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## Analysis

The pilot completed the preflight inspection of the aircraft and loaded his passengers on board. The aircraft had been idle for about a month. On the first start attempt, the engine turned over very slowly and the pilot discontinued the start cycle. The pilot got out of the aircraft to pull the propeller through several revolutions and, as he did so, the engine suddenly started and went to a high power setting. The pilot said he tried to get back into the cockpit, but he had trouble with the door latch. The pilot next attempted to restrain the aircraft by holding the tail, but he was knocked to the ground in the effort. The aircraft ran into a hangar, bending a wing spar. The pilot said that on reflection he believes that he forgot to turn off the magnetos completely before trying to turn the propeller through the revolutions.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's failure to ensure that the magneto switch was in the off position prior to rotating the propeller by hand.

## Findings

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Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: STANDING - STARTING ENGINE(S)

### Findings

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. (C) POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

## Factual Information

On May 1, 1994, at 1430 mountain standard time, a Cessna 182P, N1454S, collided with a hangar at the Deer Valley Airport, Phoenix, Arizona. The aircraft ran away from the pilot after the engine inadvertently started while the pilot was pulling the propeller through several compression cycles. Visual meteorological conditions prevailed at the time and no flight plan was filed for the operation. The airplane incurred substantial wing damage. The certificated private pilot incurred minor injuries; however, the two passengers on board the aircraft were not injured. The flight was originating at the time of the accident as a personal cross-country flight to Tucson, Arizona.

In a verbal statement, the pilot reported that he had completed the preflight inspection of the aircraft and loaded his passengers on board. The aircraft had been idle for about a month. On the first start attempt, the engine turned over very slowly and the pilot discontinued the start cycle. The pilot got out of the aircraft to pull the propeller through several revolutions and, as he did so, the engine suddenly started and went to a high power setting. The pilot said he tried to get back into the cockpit, but he had trouble with the door latch. The pilot next attempted to restrain the aircraft by holding the tail, but he was knocked to the ground in the effort. The aircraft ran into a hangar, bending a wing spar.

During his statement, the pilot said that on reflection he believes that he forgot to turn off the magnetos completely before trying to turn the propeller through the revolutions.

## Pilot Information

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Private                                   | <b>Age:</b>                              | 35, Male   |
| <b>Airplane Rating(s):</b>       | Single-engine Land                        | <b>Seat Occupied:</b>                    | Unknown    |
| <b>Other Aircraft Rating(s):</b> | None                                      | <b>Restraint Used:</b>                   |            |
| <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 1 Valid Medical--w/<br>waivers/lim. | <b>Last FAA Medical Exam:</b>            | 12/29/1992 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 425 hours (Total, all aircraft)           |  |            |

## Aircraft and Owner/Operator Information

|                               |                  |                                |                 |
|-------------------------------|------------------|--------------------------------|-----------------|
| Aircraft Make:                | CESSNA           | Registration:                  | N1454S          |
| Model/Series:                 | 182P 182P        | Aircraft Category:             | Airplane        |
| Year of Manufacture:          |                  | Amateur Built:                 | No              |
| Airworthiness Certificate:    | Normal           | Serial Number:                 | 18265002        |
| Landing Gear Type:            | Tricycle         | Seats:                         | 4               |
| Date/Type of Last Inspection: | Unknown          | Certified Max Gross Wt.:       | 2950 lbs        |
| Time Since Last Inspection:   |                  | Engines:                       | 1 Reciprocating |
| Airframe Total Time:          |                  | Engine Manufacturer:           | CONTINENTAL     |
| ELT:                          | Installed        | Engine Model/Series:           | O-470           |
| Registered Owner:             | LIFE'S JOURNEY   | Rated Power:                   | 230 hp          |
| Operator:                     | DANIEL G. FISHER | Operating Certificate(s) Held: | None            |
| Operator Does Business As:    | LIFE'S JOURNEY   | Operator Designator Code:      |                 |

## Meteorological Information and Flight Plan

|                                  |                   |                                      |                  |
|----------------------------------|-------------------|--------------------------------------|------------------|
| Conditions at Accident Site:     | Visual Conditions | Condition of Light:                  | Day              |
| Observation Facility, Elevation: | , 0 ft msl        | Distance from Accident Site:         | 0 Nautical Miles |
| Observation Time:                | 0000              | Direction from Accident Site:        | 0°               |
| Lowest Cloud Condition:          | Clear / 0 ft agl  | Visibility                           | 30 Miles         |
| Lowest Ceiling:                  | None / 0 ft agl   | Visibility (RVR):                    | 0 ft             |
| Wind Speed/Gusts:                | /                 | Turbulence Type Forecast/Actual:     | /                |
| Wind Direction:                  |                   | Turbulence Severity Forecast/Actual: | /                |
| Altimeter Setting:               |                   | Temperature/Dew Point:               |                  |
| Precipitation and Obscuration:   |                   |                                      |                  |
| Departure Point:                 | (DVT)             | Type of Flight Plan Filed:           | None             |
| Destination:                     | TUSCON, AZ (TUS)  | Type of Clearance:                   | None             |
| Departure Time:                  | 1430 MST          | Type of Airspace:                    | Class D; Class E |

## Airport Information

|                      |                   |                           |      |
|----------------------|-------------------|---------------------------|------|
| Airport:             | DEER VALLEY (DVT) | Runway Surface Type:      |      |
| Airport Elevation:   |                   | Runway Surface Condition: |      |
| Runway Used:         | 0                 | IFR Approach:             |      |
| Runway Length/Width: |                   | VFR Approach/Landing:     | None |

## Wreckage and Impact Information

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

## Administrative Information

|  |  |                     |            |
|--|--|---------------------|------------|
| <b>Investigator In Charge (IIC):</b>     | JEFF RICH,   | <b>Report Date:</b> | 11/14/1994 |
| <b>Additional Participating Persons:</b> | GEORGE DEMARTINI; SCOTTSDALE, AZ   |                     |            |
| <b>Publish Date:</b>                     |  |                     |            |
| <b>Investigation Docket:</b>             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |                     |            |

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).