



National Transportation Safety Board Aviation Accident Final Report

Location:	FREDERICK, MD	Accident Number:	BFO90DIG02
Date & Time:	08/01/1990, 0830 EDT	Registration:	N2891F
Aircraft:	CESSNA 182J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PLT STATED THE STARTER WOULD NO ROTATE THE ENGINE PAST THE FIRST POWER STROKE. HE DEPLANED & THE PASSENGER STAYED ABOARD. THE PLT STATED THAT THE MAG SWITCH, MASTER SWITCH, AND MIXTURE COUNTRIL WERE IN THE 'OFF' POSITION. HE ALSO REPORTED THE THROTTLE WAS AT IDLE POSITION & THE KEY WAS REMOVED FROM THE MAG SWITCH. THE PLT ATTEMPTED TO TURN THE ENGINE PAST THE COMPRESSION STROKE BY TURNING THE PROPELLER. AS HE ROTATED THE PROPELLER, THE ENGINE STARTED. THE PASSENGER STATED THAT WHEN THE ENGINE STARTED, SHE PANICKED AND PROBABLY ADVANCED THE THROTTLE. THE ACFT THEN BEGAN MOVING & COLLIDED WITH TWO PARKED CARS. AN EXAM REVEALED THE IGNITION (MAG) KEY COULD BE REMOVED WITH THE MAG SWITCH IN ANY POSITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE PILOT TO ASSURE THAT THE MAGNETO (IGNITION) SWITCH WAS IN THE PROPER POSITION. A FACTOR RELATED TO THE ACCIDENT WAS: PARTIAL FAILURE OF THE MAGNETO SWITCH, WHICH ALLOWED THE KEY TO BE REMOVED, THOUGH THE SWITCH WAS NOT IN THE 'OFF' POSITION.

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: STANDING - STARTING ENGINE(S)

Findings

1. (F) IGNITION SYSTEM,IGNITION SWITCH - FAILURE,PARTIAL
2. (C) POWERPLANT CONTROLS - IMPROPER - PILOT IN COMMAND
3. TIE DOWN - NOT USED - PILOT IN COMMAND
4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI

Findings

5. OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
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:	08/03/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1232 hours (Total, all aircraft), 726 hours (Total, this make and model), 1115 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2891F
Model/Series:	182J 182J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18256991
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/29/1990, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	51 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2598 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	O-470-R
Registered Owner:	POTOMIC VALLEY FIN. CO	Rated Power:	235 hp
Operator:	BRUCE D. LISLE	Operating Certificate(s) Held:	None
Operator Does Business As:	POTOMAC VALLEY FINANCIAL CO.	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	0 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:		Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	

Airport Information

Airport:	FREDERICK (FDK)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	LEO E KUNEMAN	Report Date:	09/17/1992
Additional Participating Persons:	ROGER H LOVE; BALTIMORE, MD		
Publish Date:			
Investigation Docket:	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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).