



National Transportation Safety Board Aviation Accident Data Summary

Location:	FREDERICK, MD	Accident Number:	BFO90DIG02
Date & Time:	08/01/1990, 0830 EDT	Registration:	N2891F
Aircraft:	CESSNA 182J	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 COUNTRONL 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

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
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

- Findings
5. OBJECT - AIRCRAFT PARKED/STANDING

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	BRUCE D. LISLE	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	/ ,
Temperature:		Visibility	0 Miles
Precipitation and Obscuration:			
Departure Point:		Destination:	

Airport Information

Airport:	FREDERICK (FDK)	Runway Surface Type:	
Runway Used:	0	Runway Surface Condition:	
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): LEO E KUNEMAN Adopted Date: 09/17/1992

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.