



National Transportation Safety Board Aviation Accident Data Summary

Location:	KENNASAW, GA	Accident Number:	ATL87LA053
Date & Time:	01/03/1987, 1530 EST	Registration:	N3473F
Aircraft:	CESSNA 182J	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

DURING INITIAL CLIMB FOR A LOCAL PLEASURE FLIGHT THE PILOT REPORTED THAT THE AIRCRAFT BEGAN TO LOSE POWER. THE PILOT MADE A 180 DEGREE TURN TO MAKE AN EMERGENCY DOWNWIND LANDING. HE REPORTED THAT THE POWER INCREASED AND HE DECIDED TO MAKE A NORMAL APPROACH TO THE DEPARTURE RUNWAY. THE AIRCRAFT OVERSHOT THE FINAL APPROACH AND BEGAN TO LOSE POWER ONCE AGAIN. THE PILOT DECIDED TO STALL THE AIRCRAFT IN TALL PINE TREES. PRIOR TO DEPARTURE THE AIRCRAFT HELD POSITION WAITING FOR A TAKEOFF FOR APPROX 15 MINUTES. THE PILOT DID NOT CHECK CARBURETOR HEAT PRIOR TO TAKEOFF. CONDITIONS WERE CONDUCIVE FOR INDUCTION ICING.

Probable Cause

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. (F) CARBURETOR HEAT - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: DESCENT - EMERGENCY

Findings

3. OBJECT - TREE(S)
 4. (F) EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
 5. (F) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
 6. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 7. (C) JUDGMENT - POOR - PILOT IN COMMAND
-

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

8. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Commercial	Age:	52
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2657 hours (Total, all aircraft), 411 hours (Total, this make and model), 14 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3473F
Model/Series:	182J 182J	Engines:	1 Reciprocating
Operator:	HAROLD MUSHTARE	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:	MGE, 1068 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	8°C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	KENNESAW, GA (8A4)	Destination:	

Airport Information

Airport:	MCCOLLUM (8A4)	Runway Surface Type:	Asphalt
Runway Used:	27	Runway Surface Condition:	Dry
Runway Length/Width:	4591 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): BEN R COLEMAN Adopted Date: 05/02/1988

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.