



National Transportation Safety Board Aviation Accident Final Report

Location:	EAST TROY, WI	Accident Number:	CHI87LA073
Date & Time:	02/01/1987, 2105 CST	Registration:	N71383
Aircraft:	CESSNA 182M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE AIRCRAFT WAS CRUISING AT APPROXIMATELY 2000 FEET AGL WHEN THE ENGINE BEGAN RUNNING ROUGH. THE PLT STATED THAT HE ADDED CARBURETOR HEAT AND LEANED THE MIXTURE, BUT THE ENGINE CONTINUED TO RUN ROUGH. THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD. THE PILOT SUCCESSFULLY LANDED AND TAXIED OUT OF THE FIELD ONTO A STREET AND ATTEMPTED TO TAKEOFF FROM A ROAD IN A SUBDIVISION DURING DARK NIGHT LIGHT CONDITIONS. HE STATED THE ACFT HAD JUST BECOME AIRBORNE WHEN THE NOSEWHEEL STRUCK UPWARD SLOPING GROUND IN A VACANT LOT. THE TAKEOFF WAS ABORTED AND THE ACFT CAME TO REST ON THE SLOPE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) TERRAIN CONDITION - RISING
2. (F) LIGHT CONDITION - DARK NIGHT
3. (C) JUDGMENT - POOR - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
5. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	45, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/06/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1161 hours (Total, all aircraft), 533 hours (Total, this make and model), 1047 hours (Pilot In Command, all aircraft), 38 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N71383
Model/Series:	182M 182M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18259599
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	09/28/1986, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	40 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3226 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-R
Registered Owner:	SKY KNIGHTS SPROT PARACHUTE CB	Rated Power:	230 hp
Operator:	SKY KNIGHTS SPROT PARACHUTE CB	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MKE, 723 ft msl	Distance from Accident Site:	23 Nautical Miles
Observation Time:	2050 CST	Direction from Accident Site:	65°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 3200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6° C / 0° C
Precipitation and Obscuration:			
Departure Point:	COTTAGE GROVE, WI (52C)	Type of Flight Plan Filed:	None
Destination:	(57C)	Type of Clearance:	None
Departure Time:	1930 CST	Type of Airspace:	Class G

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
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	AMY M CARMEN	Report Date:	10/07/1988
Additional Participating Persons:			
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 pubinquiry@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](#).