



National Transportation Safety Board Aviation Accident Data Summary

Location:	MANASSAS, VA	Accident Number:	BFO86FA016
Date & Time:	03/01/1986, 1250 EST	Registration:	N9962H
Aircraft:	CESSNA 182R	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

WITNESSES OBSERVED BLACK SMOKE TRAILING FROM THE AIRCRAFT SHORTLY AFTER LIFTOFF AND CONTINUE UNTIL GROUND IMPACT. THE PILOT INDICATED THAT HE FIRST NOTICED AN ENGINE ROUGHNESS ABOUT 100-200 FEET IN THE AIR AND THOUGHT IT WAS SIMILAR TO AN ENGINE THAT WAS RUNNING TO RICH. HE ELECTED NOT TO TRY AND ABORT THE TAKEOFF BUT TO TRY AND PERFORM A NORMAL TRAFFIC PATTERN AND COME AROUND AND LAND AGAIN. POWER CONTINUED TO DECREASE WITH THE RESULT BEING THAT HE WAS FORCED TO ATTEMPT TO LAND THE AIRCRAFT IN A NEARBY FIELD, COLLIDING WITH THE ONLY HOUSE LOCATED IN THE CENTER OF THE FIELD. EXAMINATION OF THE AIRCRAFT AND THE ENGINE DID NOT DETERMINE THE CAUSE OF THE REPORTED LOSS OF POWER.

Probable Cause

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CLIMB - TO CRUISE

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING

Findings

2. (F) OBJECT - TREE(S)
3. (F) OBJECT - RESIDENCE

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	228 hours (Total, all aircraft), 145 hours (Total, this make and model), 188 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9962H
Model/Series:	182R 182R	Engines:	1 Reciprocating
Operator:	THEODROE R. GROOM	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-U
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:	IAD, 313 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 360°
Temperature:	0° C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	(W10)	Destination:	CHESTERFIELD, VA (W98)

Airport Information

Airport:	MANASSAS MUNICIPAL (W10)	Runway Surface Type:	Asphalt
Runway Used:	34L	Runway Surface Condition:	Dry
Runway Length/Width:	3700 ft / 100 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): AL W DICKINSON Adopted 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/>.

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.