



National Transportation Safety Board Aviation Accident Data Summary

Location:	INDIANAPOLIS, IN	Accident Number:	CHI86LA135
Date & Time:	05/01/1986, 0845 EDT	Registration:	N21139
Aircraft:	CESSNA 182P	Injuries:	2 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE ACFT HAD SAT IDLE FOR FOUR DAYS IN HEAVY RAINS PRIOR TO THIS FLT. A LOSS OF POWER WAS EXPERIENCED DURING TAKEOFF. THE PLT ATTEMPTED A 180 DEG TURN BACK TO THE ARPT DURING WHICH THE ACFT STALLED AND DESCENDED TO GROUND IMPACT. APRX 2.5 OUNCES OF WATER WERE FOUND IN THE CARBURETOR. WATER WAS ALSO FOUND IN THE RIGHT FUEL TANK. THE LEFT TANK HAD RUPTURED DURING THE ACCIDENT. THE FUEL CAPS AND CHAINS WERE FOUND TO BE RUSTED.

Probable Cause

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

Findings

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

Findings

1. (C) FUEL SYSTEM,CARBURETOR - WATER
2. (C) FUEL SYSTEM,TANK - WATER
3. (C) AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

4. (C) MANEUVER - IMPROPER - PILOT IN COMMAND
5. (C) AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
6. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. (F) STALL - UNCONTROLLED - PILOT IN COMMAND

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

Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1271 hours (Total, all aircraft), 1053 hours (Total, this make and model), 1014 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N21139
Model/Series:	182P 182P	Engines:	1 Reciprocating
Operator:	J. MEADORS	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	IND, 797 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 15000 ft agl	Wind Speed/Gusts, Direction:	13 knots / , 330°
Temperature:	14°C	Visibility	12 Miles
Precipitation and Obscuration:			
Departure Point:	INDIANAPOLIS, IN (I14)	Destination:	CHICAGO, IL

Airport Information

Airport:	EAGLE BROOK (I14)	Runway Surface Type:	Grass/turf
Runway Used:	0	Runway Surface Condition:	Dry
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): EDWARD J MCAVOY

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.