



National Transportation Safety Board Aviation Accident Final Report

Location:	MARION, IA	Accident Number:	MKC84LA054
Date & Time:	01/01/1984, 0730 CST	Registration:	N3641C
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE ACFT COLLIDED WITH A SNOWBANK AFTER SWERVING DURING TAKEOFF. THE SWERVE WAS STARTED WHEN THE ACFT HIT A WINDBLOWN SNOWDRIFT WHICH CHANGED THE ACFTS DIRECTION. AFTER THE COLLISION THE ACFTS NOSE GEAR COLLAPSED AND THE LEFT MAIN GEAR RETRACTED.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOW COVERED
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

Occurrence #3: GEAR COLLAPSED

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. LANDING GEAR,NOSE GEAR - OVERLOAD
6. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/28/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	658 hours (Total, all aircraft), 55 hours (Total, this make and model), 588 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3641C
Model/Series:	182 182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	R18200290
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	11/25/1983, Annual	Certified Max Gross Wt.:	3200 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2155 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:	A&G AIR LIMITED	Rated Power:	235 hp
Operator:	A&G AIR LIMITED	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CID, 864 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	0648 CST	Direction from Accident Site:	198°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-5° C / -8° C
Precipitation and Obscuration:			
Departure Point:	MARION, IA (C57)	Type of Flight Plan Filed:	IFR
Destination:	DES MOINES, IA (DSM)	Type of Clearance:	IFR
Departure Time:	0725 CST	Type of Airspace:	Class G

Airport Information

Airport:	CEDAR RAPIDS (CID)	Runway Surface Type:	Grass/turf
Airport Elevation:	881 ft	Runway Surface Condition:	Snow--compacted
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2500 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CLINT THORPE	Report Date:	
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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).