



National Transportation Safety Board Aviation Accident Final Report

Location:	MARYVILLE, MO	Accident Number:	MKC83LA050
Date & Time:	01/01/1983, 1620 CST	Registration:	N58664
Aircraft:	CESSNA 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

AIRCRAFT RAN OFF RUNWAY DURING TAKEOFF. PILOT SAID HE WAS UNABLE TO CONTROL VEER AND THE AIRCRAFT CONTINUED OFF INTO SOFT TERRAIN AND NOSED DOWN.

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) TERRAIN CONDITION - WET
2. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. (F) TERRAIN CONDITION - SOFT
5. (F) ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/02/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2114 hours (Total, all aircraft), 76 hours (Total, this make and model), 1409 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N58664
Model/Series:	182P 182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18262218
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	01/05/1982, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	55 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1501 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-A-25A
Registered Owner:	ALBANY FLYING CLUB	Rated Power:	230 hp
Operator:	ALBANY FLYING CLUB	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0006	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	ALBANY, MO (4K5)	Type of Clearance:	None
Departure Time:	1620 CST	Type of Airspace:	Class G

Airport Information

Airport:	RANKIN (78Y)	Runway Surface Type:	Gravel
Airport Elevation:	980 ft	Runway Surface Condition:	Wet
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2000 ft / 35 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	ROBERT D JOHNSON	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](#).