



National Transportation Safety Board Aviation Accident Final Report

Location:	GRAND JUNCTION, CO	Accident Number:	DEN83LA206
Date & Time:	09/01/1983, 1804 MDT	Registration:	N8739T
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

THE CFI STATED THAT WHILE PRACTICING EMERGENCY LANDINGS, SMOKE STARTED BILLOWING INTO THE COCKPIT. SHE ALSO NOTICED A LOT OF HEAT NEAR HER LEGS. THINKING THAT THERE MIGHT BE A FIRE ON THE OTHER SIDE OF THE FIREWALL, THE CFI DECIDED TO LAND IN A CORN FIELD. THE CORN WAS 12 FT TALL & THE ACFT NOSED OVER ON ITS BACK. THE ONLY EVIDENCE OF SMOKE, HEAT OR FIRE WAS THAT THE WIRE LEAD FROM THE ELECTRICAL BUS BAR TO A RADIO WAS BURNED & MELTED AT THE END, AS WAS THE JUMPER WIRE BETWEEN THE BUS BARS. A SHOOWNER AT THE ARPT STATED THAT THE JUMPER WIRE WAS UNDERSIZED & BECAME OVERLOADED CAUSING THE INSULATION TO BURN. THE CABIN HEATER VALVE WAS FOUND POSITIONED TO THE ON POSITION WHICH WOULD ALLOW ENGINE HEAT TO ENTER THE COCKPIT NEAR THE FLOOR LEVEL.

Probable Cause and Findings

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

Findings

Occurrence #1: FIRE

Phase of Operation: MANEUVERING

Findings

1. (C) ELECTRICAL SYSTEM,ELECTRIC WIRING - INCORRECT
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PERSONNEL
3. (C) ELECTRICAL SYSTEM,ELECTRIC WIRING - BURNED

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. (F) TERRAIN CONDITION - CROP

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	26, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	878 hours (Total, all aircraft), 45 hours (Total, this make and model), 739 hours (Pilot In Command, all aircraft), 332 hours (Last 90 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8739T
Model/Series:	182 182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	52639
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/04/1983, Annual	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	243 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:	HERRMANN, MONDIS L.	Rated Power:	230 hp
Operator:	LARRY MOORE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	GJT, 4858 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	1807 MDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	60 Miles
Lowest Ceiling:	Broken / 12000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	28° C / 13° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	R. G MUCHO	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 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](#).