



National Transportation Safety Board Aviation Accident Factual Report

Location:	KENNESAW, GA	Accident Number:	ATL01LA045
Date & Time:	04/02/2001, 1715 EDT	Registration:	N21306
Aircraft:	Cessna 182 P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

On April 2, 2001, at 1715 eastern daylight time, a Cessna 182P, N21306, collided with the ground 1500 feet from the departure end of runway 27 at McCullum Field in Kennesaw, Georgia. The personal flight was operated by the pilot under the provisions of Title 14 CFR Part 91, with no flight plan filed. Visual weather conditions prevailed at the time of the accident. The pilot received serious injuries at the time of the accident and the airplane was substantially damaged. The flight departed Kennesaw, Georgia, at 1714.

Reportedly, the pilot was conducting touch and go landings, and was executing the climb out phase of the procedure. According to air traffic control, during the initial climb out from runway 27, the pilot reported an unspecified engine problem. The airplane collided with the ground in a nose low attitude and flipped inverted.

Examination of the airframe assembly failed to disclose a mechanical malfunction or component failure. Examination of the engine assembly disclosed that the fuel recovered in the carburetor bowl was brownish in color. The fuel grade and type was not determined. During the subsequent examination, necessary repairs were made to the engine assembly to facilitate a functional check. The engine operated normally up to 2000 rpm during the functional check. The engine ran smooth with no anomalies noted. The entire run was approximately ten minutes in duration. After the engine run-up, the oil sump was removed and inspected, and it was noted that there were pieces of metal found in the sump. The pieces of metal were identified as the oil control ring expander coil. A review of recovered weather data showed that weather conditions at the time of the accident were favorable for carburetor icing conditions.

Reportedly, the airplane had recently undergone a pre-purchase inspection. A review of the inspection findings showed that there were approximately 60 maintenance related write-ups which included water in fuel tanks. A review of the airplane and engine maintenance logs revealed that the engine had a total of 3,277 hours and 1,676.99 hours since the last major overhaul. The last annual inspection was completed on February 1, 2001 at 2463.2 airframe hours.

The pilot was hospitalized after the accident and was placed in intensive care. On May 26,

2001, the pilot passed as a result of the serious injuries sustained in the accident.

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane; None	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane; None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/17/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	103 hours (Total, all aircraft), 33 hours (Total, this make and model), 48 hours (Pilot In Command, all aircraft), 0 hours (Last 90 days, all aircraft), 0 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N21306
Model/Series:	182 P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	182-61550
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/01/2001, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	0.4 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2463.6 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-47012
Registered Owner:	JAMES M. HAMRICK	Rated Power:	230 hp
Operator:	JAMES M. HAMRICK	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RYY, 1040 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1719 EDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 14 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	22° C / 1° C
Precipitation and Obscuration:			
Departure Point:	KENNESAW, GA (RYY)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1714 EDT	Type of Airspace:	Class C

Airport Information

Airport:	McCollum (RYY)	Runway Surface Type:	Asphalt
Airport Elevation:	1040 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	5300 ft / 100 ft	VFR Approach/Landing:	Touch and Go

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PHILLIP POWELL
Additional Participating Persons:	Ron Rudd; Atlanta FSDO; GA Mark Thompson; U.S. Aviation Underwriters Albert P Butler; Continental Motors John V Burns; Continental Motors Joseph A Hutterer; Cessna Aircraft Company
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/ .