



# National Transportation Safety Board Aviation Incident Data Summary

<b>Location:</b>	Eufaula, AL	<b>Incident Number:</b>	ATL03IA073
<b>Date &amp; Time:</b>	04/01/2003, 1030 CST	<b>Registration:</b>	N696SP
<b>Aircraft:</b>	Cessna 182P	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The purpose of the personal flight was undetermined. While in cruise flight at 5000 feet, the pilot noticed the elevators on the canard wings vibrating abnormally. The vibrations increased throughout the airplane and the left canard was observed hanging down. The pilot reported the airplane's condition to Columbus Approach Control, and requested radar vectors to the nearest airport, Weedon Field, Eufaula, Alabama. The flight landed without further incident. The airplane was a 1973 model Cessna 182P. It was refurbished in 1998 when the canard was added through STC #SA485SW. The pilot did report the airplane having a mechanical malfunction with the nose control assembly left hand canard elevator. The part had a total time of 453 hours on it. The post-landing examination of the airplane revealed a separation of the left canard elevator bell crank from the elevator. The bell crank fasteners were intact. Further examination of the airplane revealed the end rib for the left canard flap was fractured at the location where the left control rod attachment bracket was attached. Wear was observed on the left control rod end fitting. The fatigue features emanated from multiple origins at both the exterior and interior sides of the end rib, consistent with reverse-bending fatigue.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: Fatigue failure of end rib for the left canard flap.

## Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: CRUISE

### Findings

1. (C) FLIGHT CONTROL,ELEVATOR ATTACHMENT - FATIGUE

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	45
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	951 hours (Total, all aircraft), 150 hours (Total, this make and model), 898 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N696SP
<b>Model/Series:</b>	182P	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Mike Stockton	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-470-F27BR
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	CSG, 397 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 280°
<b>Temperature:</b>	20° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Belmont, MS (01M)	<b>Destination:</b>	Adel CookCounty, GA (15J)

## Airport Information

<b>Airport:</b>	Weedon Field (EUF)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 100 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>	31.951111, -85.128889		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Phil Powell	<b>Adopted Date:</b>	06/28/2006
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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