



National Transportation Safety Board Aviation Accident Factual Report

Location:	Shenandoah, IA	Accident Number:	CHI04LA001
Date & Time:	10/02/2003, 2100 CDT	Registration:	N3772D
Aircraft:	Cessna 182A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious, 1 Minor

Flight Conducted Under: Part 91: General Aviation - Other Work Use

On October 2, 2003, at 2100 central daylight time, a Cessna 182A, N3772D, piloted by a commercial pilot, sustained substantial damage when it impacted terrain during a forced landing following a loss of engine power near Shenandoah Municipal Airport (SDA), Shenandoah, Iowa. Visual meteorological conditions prevailed at the time of the accident. The flight was operating under the provisions of 14 CFR Part 91 without a flight plan. The commercial pilot reported minor injuries. The pilot-rated passenger reported serious injuries. The flight departed Coles County Memorial Airport (MTO), near Mattoon, Illinois, at 1820.

According to the pilot's written statement, during cruise flight at 6,500 feet mean sea level, the engine "popped" twice and lost engine power. The pilot stated he tried to restart the engine several times. He reported he "went through the flow checks and restart procedures all the way until impact never admitting to ourselves that the engine was not going to restart." The pilot stated the pilot-rated passenger had SDA in sight and tried to make an emergency landing at the airport. The pilot reported they realized they "were not going to make the airport about a quarter mile out and prepared to ditch." The pilot reported they touched down in a cornfield and subsequently impacted a ditch. The pilot stated that the nose, nose gear, and right wing were separated from the airplane. The pilot also stated there was substantial damage to the cockpit, dash and windshield.

A Federal Aviation Administration (FAA) inspector examined the airplane subsequent to the accident. The inspector reported the right wing was separated from the aft attach point, but not completely detached from the airplane. Approximately five gallons of fuel was strained from the left tank. The fuel tank strainer and fittings were pulled from the right wing. The strainer was destroyed, but had no signs of blockage previous to the accident. No fuel was observed in the right tank or in the fuel inlet line of the carburetor. The fuel selector was on the left tank. The airframe and engine were examined and no preexisting anomalies were found.

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/18/2002
Occupational Pilot:		Last Flight Review or Equivalent:	05/12/2002
Flight Time:	560 hours (Total, all aircraft), 80 hours (Total, this make and model), 475 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/03/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1020 hours (Total, all aircraft), 35 hours (Total, this make and model), 890 hours (Pilot In Command, all aircraft), 280 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3772D
Model/Series:	182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34472
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	63 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3204 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470L
Registered Owner:	Joe Stancil Jr.	Rated Power:	230 hp
Operator:	Joe Stancil Jr.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	SDA, 971 ft msl	Distance from Accident Site:	
Observation Time:	2055 CDT	Direction from Accident Site:	
Lowest Cloud Condition:	Thin Overcast / 6000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	12° C / 5° C
Precipitation and Obscuration:			
Departure Point:	Mattoon, IL (MTO)	Type of Flight Plan Filed:	None
Destination:	Lincoln, NE (LNK)	Type of Clearance:	VFR
Departure Time:	1820 CDT	Type of Airspace:	Class G

Airport Information

Airport:	Shenandoah Municipal Airport (SDA)	Runway Surface Type:	
Airport Elevation:	971 ft	Runway Surface Condition:	
Runway Used:	NA	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	40.751667, -95.413611

Administrative Information

Investigator In Charge (IIC):	Jim Silliman
Additional Participating Persons:	Stephen Smith; FAA - Des Moines FSDO; Ankeny, IA
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/ .