



# National Transportation Safety Board Aviation Accident Final Report

---

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

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

---

## Analysis

The airplane sustained substantial damage when it impacted a ditch during an emergency landing following a loss of engine power. The pilot reported that the engine "popped" twice and the airplane lost engine power. The pilot attempted to restart the engine but was unsuccessful. The pilot-rated passenger prepared for an emergency landing at the destination airport. They realized the airplane would land short of the airport and prepared to "ditch." The airplane touched down in a cornfield and subsequently impacted a ditch. An FAA inspector examined the airplane subsequent to the accident and found five gallons of fuel in 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 airframe and engine were examined and no anomalies were found.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Loss of engine power for an undetermined reason during cruise and the unsuitable terrain for landing encountered by the pilot. The factors to the accident were the dark night, the corn crop, and the ditch.

## Findings

---

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE

Findings

1. REASON FOR OCCURRENCE UNDETERMINED

-----

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

-----

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - ENCOUNTERED - PILOT IN COMMAND

3. (F) LIGHT CONDITION - DARK NIGHT

4. (F) TERRAIN CONDITION - CROP

5. (F) TERRAIN CONDITION - DITCH

## Factual Information

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

<b>Certificate:</b>	Commercial	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	11/18/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/12/2002
<b>Flight Time:</b>	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

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	07/03/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3772D
<b>Model/Series:</b>	182A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34472
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2550 lbs
<b>Time Since Last Inspection:</b>	63 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3204 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470L
<b>Registered Owner:</b>	Joe Stancil Jr.	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	Joe Stancil Jr.	<b>Operating Certificate(s) Held:</b>	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	Report Date:	06/02/2004
Additional Participating Persons:	Stephen Smith; FAA - Des Moines FSDO; Ankeny, IA		
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 <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> .		

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](#).