



National Transportation Safety Board Aviation Accident Final Report

Location:	Birmingham, AL	Accident Number:	ATL04LA044
Date & Time:	12/02/2003, 1950 CST	Registration:	N3056Q
Aircraft:	Cessna 182-K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

The flight was uneventful until the approach to land at the destination airport. When the pilot reduced engine power for the approach, the engine lost power and the throttle would not respond. The pilot informed the control tower that he had a loss of power and proceeded to set up for an emergency landing. The airplane clipped a tree top and went through a power line before touching down on the ground. The airplane landed hard, the nose gear collapsed, and the left wing collided with a light pole. Examination of the airplane found the left and right wings had spar and wing skin damage. Examination of the engine found the throttle cable separated from the throttle body arm. The throttle cable attaching bolt was still attached to the throttle body arm, the nut was missing and the bolt was not drilled for a cotter key. Further review disclosed that Airworthiness Directive 86-24-07 and Cessna Information Letter SE79-6 had not been complied with when the engine assembly was recently installed during the annual inspection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to the throttle/power lever cable becoming disconnected in-flight, as a result of maintenance personnel failure to comply with Airworthiness Directive (AD) 86-24-07 and Cessna information letter SE79-6.

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: APPROACH

Findings

1. (C) MAINTENANCE, COMPLIANCE WITH AD - NOT COMPLIED WITH - OTHER MAINTENANCE PERSONNEL
2. (C) THROTTLE/POWER LEVER, CABLE - DISCONNECTED

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. OBJECT - TREE(S)
4. OBJECT - WIRE, TRANSMISSION

Factual Information

On December 2, 2003, at 1950 central standard time, a Cessna 182-K, N3056Q, registered to Cowarts Construction Company, and operated by the private pilot, collided with a power line and subsequently the ground while on approach to Birmingham International Airport, Birmingham, Alabama. The flight was operated under the provisions of Title 14, CFR Part 91, and instrument flight rules. Visual meteorological conditions prevailed and an instrument flight plan was filed. The pilot and two passengers received minor injuries and the airplane sustained substantial damage. The flight originated from Salem Airport, Salem, Arkansas, on December 2, 2003, at 1700.

The pilot stated that the flight was uneventful until the approach to land in Birmingham. The pilot pulled the manifold pressure to 12.5 inches to descend and added power to align with the glide slope, but the engine did not respond. He then added full power, but still nothing happened. The pilot informed the control tower that he had a loss of power and proceeded to set up for an emergency landing. He stated the airplane clipped a tree top and went through a power line before touching down on the ground. The pilot stated the airplane "landed hard," the nose gear collapsed, and the left wing collided with a light pole.

Examination of the airplane found the left and right wings had spar and wing skin damage, the right stabilizer and the bottom of the airframe sustained crush damage. The nose gear was folded aft. Examination of the engine found the throttle cable separated from the throttle body arm. The throttle cable attaching bolt was still attached to the throttle body arm, the nut was missing and the bolt was not drilled for a cotter key. Additionally, the examination of the throttle cable assembly revealed that Airworthiness Directive 86-24-07 and Cessna Information Letter SE79-6 had not been complied with when the engine assembly was recently installed during the annual inspection.

Pilot Information

Certificate:	Private	Age:	45, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	04/02/2002
Occupational Pilot:		Last Flight Review or Equivalent:	01/08/2003
Flight Time:	2008 hours (Total, all aircraft), 1297 hours (Total, this make and model), 1891 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3056Q
Model/Series:	182-K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18258056
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	09/01/2003, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	31.2 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4264.8 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO470-F31B
Registered Owner:	Cowarts Construction Co.	Rated Power:	260 hp
Operator:	James R. Cowart	Operating Certificate(s) Held:	None
Operator Does Business As:	Cowarts Construction Company	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BHM, 644 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1953 CST	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.37 inches Hg	Temperature/Dew Point:	6°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Salem, AK (7M9)	Type of Flight Plan Filed:	IFR
Destination:	Birmingham, AL (BHM)	Type of Clearance:	None
Departure Time:	1700 CST	Type of Airspace:	Class C

Airport Information

Airport:	Birmingham International (BHM)	Runway Surface Type:	Asphalt
Airport Elevation:	644 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	7100 ft / 150 ft	VFR Approach/Landing:	Forced Landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	33.552222, -86.755833

Administrative Information

Investigator In Charge (IIC):	Butch Wilson	Report Date:	09/13/2005
Additional Participating Persons:	Kenneth R Jones; Birmingham FSDO; Vestavia Hills, AL		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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