



National Transportation Safety Board Aviation Accident Data Summary

Location:	Birmingham, AL	Accident Number:	ATL04LA044
Date & Time:	12/02/2003, 1950 CST	Registration:	N3056Q
Aircraft:	Cessna 182-K	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

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

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	James R. Cowart	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO470-F31B
Flight Conducted Under:	Part 91: General Aviation - Business		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	BHM, 644 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	/ , Variable
Temperature:	6°C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Salem, AK (7M9)	Destination:	Birmingham, AL (BHM)

Airport Information

Airport:	Birmingham International (BHM)	Runway Surface Type:	Asphalt
Runway Used:	36	Runway Surface Condition:	Dry
Runway Length/Width:	7100 ft / 150 ft		

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
Latitude, Longitude:	33.552222, -86.755833		

Administrative Information

Investigator In Charge (IIC): Butch Wilson

Adopted Date: 09/13/2005

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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