



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Marion, OH	<b>Accident Number:</b>	IAD05LA051
<b>Date &amp; Time:</b>	04/02/2005, 1630 EST	<b>Registration:</b>	N3292S
<b>Aircraft:</b>	Cessna 182N	<b>Injuries:</b>	2 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

Prior to departure, the pilot received a weather briefing, which included information about a low-pressure area that contained moisture, advisories for icing, and information about the freezing level that existed along his planned route of flight. While en route he was advised by air traffic control of pilot reports of icing, and other aircraft on the assigned radio frequency were reporting ice accretion. He requested lower altitudes and eventually elected to divert to an alternate airport where he performed an instrument approach. During the approach, he extended the flaps, and the airplane began descending at a rate that he could not arrest. The airplane impacted the ground short of the runway, in a wings level attitude and nosed over. The pilot stated that while in flight, he had observed ice adhering to the airframe and the windshield. When an airport employee arrived at the accident site, he estimated that the airplane's leading edges were covered with 1 to 1.5 inches of ice. The emergency procedures section of the owners manual revealed that, although flying into known icing conditions is prohibited, the pilot during an unexpected icing encounter, should plan a landing at the nearest airport, be prepared for a significantly higher stall speed, and to leave the wing flaps retracted.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight planning/decision which resulted in an encounter with icing conditions and the accretion of ice on the airframe. Also causal was the pilot's improper setting of the flaps in icing conditions in accordance with operating procedures which resulted in a stall/mush.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE - NORMAL

### Findings

1. PREFLIGHT BRIEFING SERVICE - OBTAINED - PILOT IN COMMAND
  2. (F) WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
  3. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
  4. (F) WEATHER CONDITION - ICING CONDITIONS
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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: APPROACH

### Findings

5. (C) FLAPS - IMPROPER

- 6. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 7. AIRSPEED - INADEQUATE
- 8. STALL/MUSH

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
 Phase of Operation: DESCENT - UNCONTROLLED

Findings

- 9. TERRAIN CONDITION - GROUND

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	59
<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>	611 hours (Total, all aircraft), 315 hours (Total, this make and model), 595 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N3292S
<b>Model/Series:</b>	182N	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Sky Lane Aero Club Inc.	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	O-470/TS
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	MNN, 993 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Lowest Ceiling:</b>	Overcast / 700 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	21 knots/ 29 knots, 340°
<b>Temperature:</b>	2°C / 1°C	<b>Visibility</b>	4 Miles
<b>Precipitation and Obscuration:</b>	In the Vicinity - Blowing - Unknown Precipitation; In the Vicinity - Mist		
<b>Departure Point:</b>	Morgantown, WV (MGW)	<b>Destination:</b>	Lambertville, MI (DUH)

### Airport Information

<b>Airport:</b>	Marion Municipal Airport (MNN)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	25	<b>Runway Surface Condition:</b>	Wet
<b>Runway Length/Width:</b>	5000 ft / 100 ft		

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

## Administrative Information

Investigator In Charge (IIC):	Todd G Gunther	Adopted Date:	09/13/2005
Investigation Docket:	NTSB accident and incident docket 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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