



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Franksville, WI	Accident Number:	CEN10CA283
Date & Time:	06/01/2010, 1945 CDT	Registration:	N4974D
Aircraft:	Cessna 182A	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the airspeed indicator was not displaying normal values as the airplane accelerated on the takeoff roll. After identifying the airspeed indicator anomaly, she continued the takeoff roll for an unspecified distance before ultimately deciding to abort the takeoff. The pilot noted that there was an accumulation of dew on the grass runway. During the rejected takeoff, the airplane overran the end of the runway and slid down an embankment before nosing-over in a ravine. Both wings were substantially damaged during the accident. A postaccident inspection revealed that the pilot had not removed the pitot-tube protective cover before departure.

Flight Events

- Prior to flight - Preflight or dispatch event
- Takeoff - Flight instrument malf/fail
- Takeoff-rejected takeoff - Runway excursion
- Takeoff-rejected takeoff - Collision with terr/obj (non-CFIT)
- Takeoff-rejected takeoff - Nose over/nose down

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection and delay in aborting the takeoff.

Findings

- Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Incorrect use/operation - C
- Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - C
- Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Pilot - C
- Personnel issues-Action/decision-Action-Delayed action-Pilot - C

Pilot Information

Certificate:	Private	Age:	49
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	520 hours (Total, all aircraft), 477 hours (Total, this make and model), 380 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N4974D
Model/Series:	182A	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Teledyne Continental Motors
Air Carrier Operating Certificate:	None	Engine Model/Series:	O-470-L
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KMKE, 723 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Broken / 25000 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	8 knots, 160°
Temperature:	23°C / 16°C	Visibility	9 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Franksville, WI (62C)	Destination:	Franksville, WI (62C)

Airport Information

Airport:	Cindy Guntly Memorial Airport (62C)	Runway Surface Type:	Grass/turf
Runway Used:	19	Runway Surface Condition:	Rough; Wet
Runway Length/Width:	2425 ft / 70 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Andrew T Fox	Adopted Date:	10/21/2010
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76184		

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.

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