National Transportation Safety Board
Aviation Accident Data Summary

Location:	Richmond, MO	**Accident Number:**	CEN16FA037
Date & Time:	11/10/2015, 1858 CST	**Registration:**	N96381
Aircraft:	CESSNA 182Q	**Injuries:**	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

As the airplane neared the destination airport in dark night visual meteorological conditions at the conclusion of a cross-country flight, the private pilot reported a partial loss of engine power. The air traffic controller provided the pilot with a vector and information for the nearest airport, which, according to his display, was equipped with a lighted, grass runway. Although the airport was equipped with a rotating beacon and runway lighting, these lights could not be pilot-operated and required manual activation by the airport owner. This information was not available to the controller. In attempting to assist the pilot in restoring engine power, the pilot-rated controller suggested that the pilot turn off the carburetor heat. Eventually, radar contact with the airplane was lost, and the controller continued to provide vectors to the pilot while also attempting to obtain more information about the airport, including a common traffic advisory frequency to activate the lighting system. Radio contact was lost with the airplane about 7 minutes after the loss of radar contact.

The airplane impacted trees and terrain about 1 nautical mile from the diversionary airport. All of the engine's spark plugs displayed carbon fouling, consistent with an overly rich fuel-air mixture. No other anomalies were detected with the airframe or engine that would have precluded normal operation. Although the airplane was operating in an area conducive to the formation of carburetor icing at glide power, it could not be determined if the engine experienced carburetor icing at the time the pilot reported that she had engine problems because she had the carburetor heat on and was likely operating at cruise power. Additionally, the effect of the controller's suggestion to turn off the carburetor heat could not be determined.

Flight Events

Enroute-cruise - Loss of engine power (partial)
Approach - Collision during takeoff/land

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The airplane's impact with trees and terrain during an off-airport forced landing in dark night conditions following a partial loss of engine power. The reason for the partial loss of engine power could not be determined because postaccident examination did not reveal any mechanical anomalies that would have precluded normal operation.

Findings

Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome
Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on personnel
Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Private	**Age:**	57
Airplane Rating(s):	Single-engine Land	**Instrument Rating(s):**	None
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	(Estimated) 744 hours (Total, all aircraft), 119 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	**Registration:**	N96381
Model/Series:	182Q	**Engines:**	1 Reciprocating
Operator:	On file	**Engine Manufacturer:**	CONT MOTOR
Operating Certificate(s) Held:	None	**Engine Model/Series:**	O-470-U
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	**Condition of Light:**	Night/Dark
Observation Facility, Elevation:	KGPH, 778 ft msl	**Weather Information Source:**	Weather Observation Facility
Lowest Ceiling:	None	**Wind Speed/Gusts, Direction:**	5 knots / , 120°
Temperature:	17°C	**Visibility**	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PONTIAC, MI (PTK)	**Destination:**	KANSAS CITY, MO (MKC)

Airport Information

Airport:	CURTIS FIELD (8MO3)	**Runway Surface Type:**	
Runway Used:	17	**Runway Surface Condition:**	Dry
Runway Length/Width:	2400 ft / 80 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Latitude, Longitude:	39.323611, -93.966389 (est)		

Administrative Information

Investigator In Charge (IIC):	Jason T Aguilera	**Adopted Date:**	07/12/2017
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=92315		