



Aviation Investigation Final Report

Location:	Marion, Indiana	Accident Number:	GAA19CA246
Date & Time:	May 5, 2019, 17:12 Local	Registration:	N96974
Aircraft:	Cessna 182	Aircraft Damage:	Destroyed
Defining Event:	Aerodynamic stall/spin	Injuries:	2 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during landing, the airplane landed hard and bounced. He decided to go around, so he added full power, but the nose pitched up sharply. He added that he attempted to lower the nose, but the airspeed decreased, and the airplane "lost lift on [the] right side." He pushed forward on the control yoke, but the airplane drifted right, the right wing aerodynamically stalled, and the airplane impacted the ground next to a taxiway and spun around. A passenger saw a fire in front of the firewall, and all occupants exited the airplane.

The airplane was destroyed by postaccident fire.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

A Federal Aviation Administration (FAA) inspector reported that the pilot stated he used nose-up trim during the approach. The pilot also stated that, during the go-around, he attempted to use the electric trim to trim nose down. When the airplane nosed up, the pilot attempted to lower the nose but hesitated due to the airplane being near the ground, and he retracted the flaps. The FAA inspector examined the airplane and found that the trim setting was "just short of full nose up trim."

Probable Cause and Findings

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

The pilot's improper trim setting and his exceedance of the airplane's critical angle of attack during a go-around, which resulted in an aerodynamic stall.

Findings

Aircraft	Angle of attack - Capability exceeded
Aircraft	Elevator tab control system - Incorrect use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Approach-VFR go-around	Miscellaneous/other
Approach-VFR go-around	Aerodynamic stall/spin (Defining event)
Approach-VFR go-around	Attempted remediation/recovery
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	56,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 20, 2018
Flight Time:	(Estimated) 1880 hours (Total, all aircraft), 1840 hours (Total, this make and model), 1800 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N96974
Model/Series:	182 Q	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18266920
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 29, 2018 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3073.2 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	O-470 SERIES
Registered Owner:		Rated Power:	230 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMZZ, 863 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	21:15 Local	Direction from Accident Site:	173°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	7 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.87 inches Hg	Temperature/Dew Point:	20°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rochester, IN (RCR)	Type of Flight Plan Filed:	None
Destination:	Marion, IN (MZZ)	Type of Clearance:	VFR
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	MARION MUNI MZZ	Runway Surface Type:	Asphalt
Airport Elevation:	858 ft msl	Runway Surface Condition:	Dry
Runway Used:	04	IFR Approach:	None
Runway Length/Width:	6011 ft / 100 ft	VFR Approach/Landing:	Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 2 None	Latitude, Longitude:	40.486946,-85.683609(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Terry Dill; FAA; Indianapolis, IN
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99384

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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).