



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Council Bluffs, Iowa	<b>Accident Number:</b>	CEN23LA076
<b>Date &amp; Time:</b>	January 5, 2023, 11:20 Local	<b>Registration:</b>	N71494
<b>Aircraft:</b>	Cessna 182M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Unknown or undetermined	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that the airplane's engine did not respond to a commanded power increase while maneuvering for spacing due to aircraft traffic. He subsequently made a forced landing to a field. The airplane sustained substantial damaged to the forward fuselage when it struck a terrace in the field.

A postaccident engine run was conducted and although the test was limited due to the bent propeller, the engine exhibited no anomalies during the engine run. The possibility of carburetor icing existed based on the atmospheric conditions present at the time of the accident, but the pilot stated that he had carburetor heat applied during the event. The carburetor heat system worked normally during the engine run.

Based on the available information, the reason for the partial loss of engine power could not be determined.

## Probable Cause and Findings

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

The partial loss of engine power for reasons that could not be determined.

## Findings

Not determined	(general) - Unknown/Not determined
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# Factual Information

## History of Flight

Approach	Unknown or undetermined (Defining event)
Approach	Loss of engine power (partial)

On January 5, 2023, about 1120 central standard time, a Cessna 182M airplane, N71494, was substantially damaged when it was involved in an accident near, Council Bluffs, Iowa. The pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to the pilot, he was flying to Council Bluffs Municipal Airport (CBF) to discuss having avionics work performed on the airplane. There was another airplane on a practice VOR-A instrument approach to CBF and the pilot recognized there was going to be a conflict, so he elected to perform a 360° turn to allow for increased spacing. At this time, he had the airplane configured with 10° flap, with the manifold pressure at 13 inches of mercury, and carburetor heat on.

As the airplane entered the turn, he increased power to 17 inches of mercury and held his altitude at 1,900 ft msl. As the airplane completed about half of the 360° turn, he added power to maintain altitude and there was no response from the engine. The airplane was about 500 ft above ground level and the pilot stated that he did not have time to restart the engine. He said that he focused on locating a suitable landing area and controlling the airplane. The pilot stated that he did not turn off the carburetor heat during the turn or after the engine stopped producing power. There was about 38 gallons of fuel on-board the airplane and the fuel selector was on BOTH.

The pilot executed a forced landing to a harvested soybean field. During the landing, the airplane struck a terrace in the field, which damaged the forward fuselage.

After the accident a test run of the engine was conducted. The engine started normally and idled smoothly. Once warmed up, the engine was advanced to 1,500 rpm and the engine continued to run smoothly. A magneto check was performed indicating about 75 rpm drop on each magneto. The carburetor heat was activated and indicated a drop in rpm when applied. The engine rpm was not advanced above 1,500 rpm due to concerns about the bent propeller.

The weather conditions at the time of the accident included a temperature of -1° C, and dewpoint of -7° C. These were in a range for potential carburetor icing at glide and cruise power.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	66,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 10, 2021
<b>Flight Time:</b>	(Estimated) 489 hours (Total, all aircraft), 400 hours (Total, this make and model), 489 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N71494
<b>Model/Series:</b>	182M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1969	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18259643
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 27, 2022 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3220 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	NEVERLAND LLC	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	NEVERLAND LLC	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCBF, 1253 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	223°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	-1°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Red Oak, IA (RDK)	Type of Flight Plan Filed:	None
Destination:	Council Bluffs, IA	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

## Airport Information

Airport:	COUNCIL BLUFFS MUNI CBF	Runway Surface Type:	
Airport Elevation:	1244 ft msl	Runway Surface Condition:	Rough
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

## 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
Total Injuries:	2 None	Latitude, Longitude:	41.260111,-95.758639(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Brannen, John
<b>Additional Participating Persons:</b>	Barton J Van Heuveln; FAA; Des Moines, IA
<b>Original Publish Date:</b>	June 22, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=106562">https://data.nts.gov/Docket?ProjectID=106562</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).