

From the desk of Terry Dill  
Regarding Accident on 05/05/2019 at Marion, IN Airport (MZZ) 1720 EDT.

Aircraft:  
N96974  
1979 Cessna 182 Q SN18266920

Pilot/owner  
Dale F Johnson dob [REDACTED]

On the afternoon of May 5, at 5:20 local time, Cessna 182, N96974 crashed while attempting to land at the Marion Indiana (MZZ) airport. There were four persons on board, all escaped with only minor injuries.

The aircraft fuselage was consumed by a post-crash fire.

The aircraft was secured and guarded by the Marion Police Department. FAA Inspectors were on the scene at 1015 May 6, 2019.

The Marion Airport had recently installed a high quality surveillance camera, filming the intersection of the runway. The crash of N96974 was recorded.

The pilot stated that the purpose of the flight was a recreational, sight-seeing flight. The pilot occupied the front left seat, his wife was in the left rear seat. The pilot stated that two 22 year old men occupied the right front and rear seats. It was the first time in a small aircraft for one, first time in any aircraft for the other.

The pilot stated that as he approached the runway that he trimmed the aircraft nose up to offset the nose heaviness as the aircraft slowed. The aircraft bounced back into the air upon landing. The pilot stated that due to his not being comfortable with the landing and, being pretty far down the runway, he initiated a go around from the bounce. He placed his thumb on the electric trim switch in order to trim the nose down, and added full throttle.

The aircraft pitched nose up. The pilot stated that he started to push the yoke forward, attempting to lower the nose, but that he hesitated do the proximity to the ground. He additionally stated that he raised the flap switch to retract the flaps, and commented that he realized that they shouldn't be raised until he established the aircraft's proper attitude. He stated that he attempted to raise the right wing by applying left aileron, however the controls were ineffective.

The video of the sequence shows that the aircraft was attempting to climb, with the nose high with the wings at a very high angle of attack. It appears to be what would be described as "behind the power curve." The video displays buffeting (abrupt pitch changes), the nose descending, the right wing dropping in what appears to be the incipient phase of a spin. The ailerons, can be seen positioned for a

left roll, yet the aircraft continued rolling right. The aircraft proceeded to the right of the runway, with the right wing striking the ground, pivoting the aircraft to where the engine struck the ground and was sheared from the fuselage. The carburetor was torn open, the fuel lines ruptured and a fire started as the aircraft came to rest in an upright position.

The two right seat passengers evacuated immediately, with the pilot and the left rear seat passenger evacuating several moments later.

Inspection of the empennage revealed that the elevator trim tab was set just short of full nose up trim. Inspection of the elevator trim control cables confirmed that trim setting, i.e. the stop blocks, were approximately one and one half inch apart, indicating virtually full nose up trim.