



# **Aviation Investigation Final Report**

Location:	Benton, Kansas	Accident Number:	CEN22LA367
Date & Time:	August 5, 2022, 11:10 Local	Registration:	N97683
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

#### Analysis

The pilot stated that after takeoff, at an altitude of 400 to 500 ft above ground level, the engine stopped producing power. The pilot performed a forced landing to a plowed field. During the landing, the airplane nosed over and came to rest inverted. The left wing, empennage, rudder, and vertical stabilizer sustained substantial damage.

Postaccident examination of the airplane and engine did not reveal any anomalies that would have contributed to a loss of engine power. A sufficient amount of fuel was found in the fuel tanks. Meteorological conditions were not conducive to the production of serious carburetor icing.

The reason for the 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 loss of engine power for undetermined reasons.

#### Findings

Aircraft

(general) - Unknown/Not determined

# **Factual Information**

History of Flight		
Initial climb	Loss of engine power (total) (Defining event)	
Landing-flare/touchdown	Nose over/nose down	

On August 5, 2022, about 1110 central daylight time, a Cessna 182Q airplane, N97683, was substantially damaged when it was involved in an accident near Benton, Kansas. The pilot and two passengers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that shortly after takeoff, at 400 to 500 ft above ground level, the airplane's engine stopped producing power. The pilot performed a forced landing to a plowed field. During the landing, the airplane nosed over and came to rest inverted. Substantial damage was sustained to the left wing, empennage, rudder, and vertical stabilizer.

An examination of the engine was conducted under the auspices of the Federal Aviation Administration. The engine rotated freely, and the valves in all 6 cylinders operated properly, as did both magnetos. The engine fuel bowl and filter, as well as the carburetor's finger fuel screen, contained no foreign material. All cylinders except No. 6 had good compression. The No. 6 cylinder walls were scored, and between the 2nd compression ring and the oil control ring some non-ferrous material was present. Throttle, propeller, and mixture controls functioned properly. An adequate amount of fuel was found in the fuel tanks and no fuel contamination was found.

Meteorological conditions were not conducive to the production of serious carburetor icing under the conditions which the airplane was operating. No anomalies were detected which would have contributed to a loss of engine power.

#### **Pilot Information**

Certificate:	Commercial; Remote	Age:	21,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Unmanned (sUAS)	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 15, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 589 hours (Total, all airc	raft)	

#### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N97683
Model/Series:	182 Q	Aircraft Category:	Airplane
Year of Manufacture:	1979	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18267167
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	November 18, 2021 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5692.4 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	0-470-U
Registered Owner:	LUINSTRA LEE V	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
<b>Observation Facility, Elevation:</b>	KAAO,1404 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	10:54 Local	Direction from Accident Site:	254°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	32°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Benton, KS	Type of Flight Plan Filed:	
Destination:	Kimberling City, MO (MO64)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

#### **Airport Information**

Airport:	LLOYD STEARMAN FLD 1K1	Runway Surface Type:	Asphalt
Airport Elevation:	1364 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	5106 ft / 75 ft	VFR Approach/Landing:	Forced landing

# Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	37.774555,-97.113064(est)

#### **Administrative Information**

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Rick Stevens; FAA FSDO; Wichita, KS
Original Publish Date:	February 28, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=105688

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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.