



Aviation Investigation Final Report

Location:	PARKER, Colorado	Accident Number:	DEN91LA121
Date & Time:	August 29, 1991, 12:15 Local	Registration:	N2628C
Aircraft:	CESSNA R182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE INSTRUCTOR PILOT HAD JUST BEEN CLEARED TO REPORT ON A RIGHT BASE FOR RUNWAY 35. HE SAID THAT THE ENGINE BEGAN TO RUN ROUGH AND LOSE POWER. AN ATTEMPT TO RESTORE ENGINE POWER WAS UNSUCCESSFUL, AND THE PILOT WAS FORCED TO LAND ON UNSUITABLE TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PARTIAL FAILURE OF THE AIRCRAFT POWERPLANT FOR UNDETERMINED REASONS. A RELATED FACTOR WAS: THE SOFT TERRAIN.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: APPROACH

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 21, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1420 hours (Total, all aircraft), 70 hours (Total, this make and model), 1273 hours (Pilot In Command, all aircraft), 158 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N2628C
Model/Series:	R182 R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	R18200181
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:		Rated Power:	235 Horsepower
Operator:	P.C. FLYERS, INC.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	ME8S

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	APA ,5883 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	11:58 Local	Direction from Accident Site:	135°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ENGLEWOOD , CO (APA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor, 2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	39.500247,-104.759635(est)

Administrative Information

Investigator In Charge (IIC):	Tranter, Verlin
Additional Participating Persons:	RANDY HOLDER; DENVER , CO
Original Publish Date:	March 2, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=18129

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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](#).