



Aviation Investigation Final Report

Location:	CASCADE, Idaho	Accident Number:	SEA98LA102
Date & Time:	June 17, 1998, 10:15 Local	Registration:	N6386T
Aircraft:	Cessna TR182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

In an interview with an FAA inspector, the flight instructor stated that he was giving dual instruction to the current private pilot in the left seat. He was talking the student through a soft-field takeoff attempt with a nose-high attitude. About 1700 feet down the runway, the airplane lifted off at low airspeed. The left wing contacted the runway surface about 2000 feet down the runway, followed by the right wing tip. The airplane then nosed down and left the runway on the left side, about 2400-2500 feet down the 3400 foot runway. Witnesses described the airplane as having an over-rotated nose-high attitude during the takeoff run. The flight instructor stated that he assumed control of the airplane after lift-off and reduced the power in an attempt to land. He stated that the elevator lost effectiveness when he reduced the power, and it was at that time that the airplane's wing dropped and they touched down in a nose-low attitude.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadequate remedial action after his dual student attempted a soft field takeoff with inadequate airspeed and premature lift off.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF

Findings

1. (C) LIFT-OFF - PREMATURE - DUAL STUDENT
2. (C) AIRSPEED - INADEQUATE - DUAL STUDENT
3. (C) REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

Factual Information

On June 17, 1998, approximately 1015 mountain daylight time, N6386T, a Cessna TR182, was substantially damaged during takeoff from Johnson Creek airstrip, near Cascade, Idaho, while en route to McCall, Idaho. The certified flight instructor, his private pilot student, and another pilot-rated passenger, were uninjured. Visual meteorological conditions prevailed at the time of the accident. There was no report of the ELT actuating.

In an interview with an FAA inspector, the flight instructor stated that he was giving dual instruction to the current private pilot in the left seat. He was talking the student through a soft-field takeoff attempt with a nose-high attitude. About 1700 feet down the runway, the airplane lifted off at low airspeed. The left wing contacted the runway surface about 2000 feet down the runway, followed by the right wing tip. The airplane then nosed down and left the runway on the left side, about 2400-2500 feet down the 3400 foot runway. Witnesses described the airplane as having an over-rotated nose-high attitude during the takeoff run. The flight instructor stated that he assumed control of the airplane after lift-off.

In a written statement, the flight instructor noted that the student "attempted to climb out of ground effect before a good flying speed was established. I was talking him through the take off. After saying nose down twice he dropped the nose with my help. The airplane settled back in with over 1/2 the runway remaining. The aircraft touched down lightly on the mains when it settled in, and then became airborne again. When the aircraft became airborne for the second time it started veering left toward the trees bordering the runway. At this point I took over the controls and headed the aircraft back toward the center of the runway. I reduced power to idle and attempted to land. When the power was reduced the elevator lost effectiveness. The left wing dropped and we touched down in a nose low position. This collapsed the nose wheel and the left wing hit the runway at about the same time."

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 31, 1997
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3155 hours (Total, all aircraft), 830 hours (Total, this make and model), 2971 hours (Pilot In Command, all aircraft), 221 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N6386T
Model/Series:	TR182 TR182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18202005
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 18, 1998 Continuous airworthiness	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	25 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3159 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-L3C5D
Registered Owner:	MOREY AIRPLANE COMPANY, INC	Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	JOHNSON CREEK (3U2)	Type of Flight Plan Filed:	None
Destination:	MCCALL , ID (MYL)	Type of Clearance:	None
Departure Time:	10:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	JOHNSON CREEK 3U2	Runway Surface Type:	Grass/turf
Airport Elevation:	4933 ft msl	Runway Surface Condition:	Wet
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3400 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	44.590621,-115.569305(est)

Administrative Information

Investigator In Charge (IIC):	Stockhill, Michael
Additional Participating Persons:	ROBERT ROUNTREE; BOISE , ID
Original Publish Date:	July 12, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42802

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