



Aviation Investigation Final Report

Location:	Vandalia, Illinois	Accident Number:	CHI05LA122
Date & Time:	May 21, 2005, 08:30 Local	Registration:	N7361Y
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane collided with the terrain following a loss of control during initial climb after takeoff. A witness reported seeing the airplane takeoff on runway 36. She stated that approximately 20 seconds after taking off, the airplane entered a 90 degree left bank and disappeared below the tree line. The airplane collided with a freshly planted bean field. The impact site was approximately 3,000 feet down the length of the runway and about 500 feet west of the runway. Examination of the airframe and engine failed to reveal any failures/malfunctions which would have resulted in the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain control of the airplane due to undetermined reasons.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. TERRAIN CONDITION - GROUND

Factual Information

On May 21, 2005, at 0830 central daylight time, a Cessna R182, N7361Y, collided with the terrain following a loss of control while taking off from runway 36 (3,752 feet by 100 feet asphalt), at the Vandalia Municipal Airport (VLA), Vandalia, Illinois. The pilot was seriously injured. The airplane was substantially damaged. The Title 14 Code of Federal Regulations Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The flight was originating at the time of the accident. The intended destination was Greenville Airport (GRE), Greenville, Illinois.

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Post-accident examination of the wreckage was conducted by inspectors from the Federal Aviation Administration; Springfield, Illinois, Flight Standards District Office. The inspectors reported that flight control continuity was established from the cockpit controls to all of the flight control surfaces, and the landing gear and flaps were in the retracted position. They reported the propeller blades exhibited "S" bending and chordwise scratching, and that engine continuity was established. The inspectors reported that no airframe or engine failures/malfunctions were found which would have resulted in the accident.

The accident occurred on the second flight since the aircraft annual inspection was completed. On the day prior to the accident the pilot took off from VLA and returned shortly thereafter stating he was not able to complete the flight because of weather in the area.

Pilot Information

Certificate:	Airline transport	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 1, 2004
Occupational Pilot:	No	Last Flight Review or Equivalent:	October 1, 2003
Flight Time:	26000 hours (Total, all aircraft), 500 hours (Total, this make and model), 20000 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7361Y
Model/Series:	R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18200126
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	May 1, 2005 Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5958 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:	Maurice L. Tompkins	Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	1H2,587 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	08:25 Local	Direction from Accident Site:	80°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 8 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	17°C / 12°C
Precipitation and Obscuration:			
Departure Point:	Vandalia, IL (VLA)	Type of Flight Plan Filed:	None
Destination:	Greenville, IL (GRE)	Type of Clearance:	None
Departure Time:	08:29 Local	Type of Airspace:	

Airport Information

Airport:	Vandalia VLA	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3752 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	38.99139,-89.166114

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Kerry J Gambrel; FAA; Springfield, IL
Original Publish Date:	March 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=61577

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