

John Brannen
Senior Air Safety Investigator
AS-CEN

Date: 1/11/2023

Subject: CEN23LA076

Contact: Larry Cooper (Pilot of N71494)

Spoke with Mr. Cooper via telephone and he confirmed that he was the pilot on Cessna 182, N71494, that was involved in an accident on January 5, 2023. I asked him for an e-mail address which he provided. I then asked him to tell me what happened and the below

He was flying to the Council Bluffs airport (KCBF) in his Cessna 182 for the purpose of talking to the avionics shop about some work he wanted performed on the airplane. He was in communication with ATC and when about 10 miles from KCBF, they authorized him to change to advisory frequency and squawk VFR. As he approached KCBF, he recognized that there was another airplane performing a practice VOR-A instrument approach to KCBF. As he and the other airplane got closer, he decided to perform a 360 degree turn to allow the other airplane to land without conflict. He said he was about 1900 ft msl (about 700 ft agl) at this time and had flaps at 10 degrees, power set for 13 inches manifold pressure with carburetor heat on. As he entered the 360 degree turn he increased power to about 17 inches to maintain altitude. As the turn progressed, he recognized a need for additional power and pushed the throttle in with no response. He said he was about 500 ft agl at this time and didn't have time to perform a restart. He focused on choosing a suitable off-airport landing site and controlling the airplane. During this time he did not turn off carburetor heat. He said he had plenty of fuel, about 38 gallons, the fuel selector was on both, and the mags were on both and remained there. He noted that this airplane engine would "blubber" if carburetor heat was applied with the mixture full rich. He said he never had the engine quit, but would run rich enough to cause this "blubber"

he described. I asked if the engine continued to windmill to the ground, and he said that he could not remember as he was focused more on flying the airplane. He mentioned that his flight path could be seen on flight aware. This ended the discussion about the accident.