

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN23LA168

ENGINE EXAMINATION SUMMARY

June 7, 2023

TABLE OF CONTENTS

A. ACCIDENT	3
B. ENGINE EXAMINATION SUMMARY	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	3
1.0 AIRFRAME EXAMINATION.....	3
2.0 ENGINE EXAMINATION	5
3.0 PROPELLER EXAMINATION	5

A. ACCIDENT

Location: Batesville, Mississippi
Date: May 1, 2023
Time: 1345 CDT
1845 UTC
Airplane: Cessna 182D - N8713X

B. ENGINE EXAMINATION SUMMARY

Investigator Heidi Kemner
NTSB
Washington, DC

C. SUMMARY

On May 1, 2023, about 1345 central daylight time, a Cessna 182D airplane, N8713X, sustained substantial damage when it was involved in an accident near Batesville, Mississippi. The pilot and passenger were not injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

According to the pilot, he was approaching Panola County Airport (PMU) from the east and was experiencing moderate to heavy chop. The pilot's first approach was too high, so he conducted a normal go-around and re-entered the pattern. The second approach resulted in a bounced landing and a "significant wind gust" pushed the airplane to the right. The pilot attempted a go-around by adding full power, but, according to the pilot, no engine power developed. The pilot landed in the grass and the airplane impacted a drainage ditch. The airplane came to rest in a nose down attitude and sustained substantial damage to the right wing and lower fuselage.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

The fuselage remained intact and was wrinkled. The wings, horizontal stabilizers, elevators, vertical stabilizer, and rudder were removed to facilitate recovery. The right fuel tank finger screen was examined and was not obstructed. The left wing fuel pickup screen was damaged during the recovery, however it was not obstructed.



Figure 1. View of fuselage.

The fuel selector was in the off position.



Figure 2. Fuel Selector.

2.0 Engine Examination

The engine remained attached to the fuselage. Fuel was plumbed into the engine from the right-wing root fuel pickup, the engine started, idled, and accelerated without hesitation. The engine was shut down and no anomalies were noted during the engine run. Then, fuel was plumbed into the left-wing root fuel pickup and performed similarly to the right wing starting, idling, and accelerating without hesitation.

Two videos of the engine run were passed along to the investigator in charge.

3.0 Propeller Examination

The propeller remained attached to the engine and both blades remained attached to the hub. In addition, both blades were bent aft about 45° and exhibited chordwise scratching.



Figure 3. View of propeller.

Submitted by:

Heidi Kemner
Senior Air Safety Investigator