



Michael J. Hodges
Aviation Accident Investigator / Investigator-In-Charge
Office of Aviation Safety, Central Regional Office

Date: June 10, 2025

Subject: CEN25LA195

The NTSB investigator-in-charge spoke with Shawn Vandenberg on the telephone about the accident with N71149 (Cessna 182M airplane). Shawn is an aviation safety inspector with the FAA Grand Rapids Flight Standards District Office in Grand Rapids, Michigan.

Shawn reported that the purpose of the accident flight was for training for the pilot, so he could become familiar with N71149. The pilot was employed by the skydiving operator. The pilot was the sole occupant onboard the airplane during the accident flight. The pilot sustained no injury.

There were no previously reported mechanical issues with the airplane.

The airplane sustained substantial damage to the fuselage.

Shawn reviewed the airplane maintenance records and there were no outstanding issues with the airplane maintenance records. The most recent maintenance work on the airframe was back in August 2024.

Shawn and another aviation safety inspector traveled and examined the flight controls of N71149. Shawn will provide a copy of his inspector's statement to the NTSB.

Nothing Follows

ON JUNE 3rd, 2025, AT 1145 EDT, A CESSNA 182 AIRCRAFT, REGISTERED AS N71149 AND OWNED BY SKYDIVE HARBOR SPRINGS INC, SUSTAINED SIGNIFICANT DAMAGE DURING A FLIGHT IN ZEELAND, MICHIGAN. THE FLIGHT, OPERATED BY A PRIVATE PILOT WAS CONDUCTED UNDER THE GUIDELINES OF TITLE 14 CODE OF FEDERAL REGULATIONS (CFR) PART 91, WITHOUT A FILED FLIGHT PLAN. FORTUNATELY, THE PILOT WAS UNINJURED DURING THE EVENT.

THE PILOT STATED THAT IT WAS HIS FIRST TIME FLYING IN N71149. HE WAS INSTRUCTED TO DO A RUN UP AND FLY IN THE PATTERN. AFTER COMPLETING THE RUN UP, THE PLANE SEEMED INTO TAXI AND TAKE OFF SO HE PROCEEDED. THE PILOT STATED THAT HE ROTATED AFTER 60 MPH AND THE PLANE BEGAN TO COME OFF THE GROUND. THE TAKEOFF SEEMED TO REQUIRE MORE BACK PRESSURE THAN HE WAS USED TO IN THAT TYPE AIRCRAFT. THE AIRCRAFT WAS WANTING TO PITCH DOWN SO HE KEPT ADDING TRIM. AT THIS TIME THE PILOT STATED HE RECALLS IMPACTING/BOUNCING TWICE ON THE RUNWAY, TWO WHERE HE WAS REQUIRED TO ADD MORE TRIM IN ORDER TO CLIMB TO A LEVEL ALTITUDE OF 1000 FEET AGL. THE PILOT THEN SET UP FOR FINAL WHICH TO THE PILOT FELT NORMAL. AS THE PILOT APPROACHED THE RUNWAY FOR LANDING, HE STATED HE WAS PULLING BACK ON THE YOKE TO FLARE AND NOTICED THE NOSE OF THE AIRCRAFT WASN'T PITCHING UP, AND EVEN PULLING FURTHER BACK RESULTED IN THE SAME NOSE DOWN ATTITUDE. THE PILOT THEN STATED THAT'S WHEN THE PLANE LANDED FIRST ON THE NOSE WHEEL AND BOUNCED TO A STOP DISABLING THE AIRCRAFT WHERE HE THEN CALLED IN TO THE AIRPORT FOR HELP.

INSPECTOR BAIRD AND I ARRIVED ON SCENE AT APPROXIMATELY 1400 EDT. WE WERE ESCORTED TO THE RUNWAY BY CHARLEVOIX MUNICIPAL AIRPORT PERSONNEL TO SEE THE AREA OF WHERE THE ACCIDENT OCCURRED. THERE WERE NO WELL-DEFINED MARKINGS, OR PARTS OF THE AIRCRAFT TO BE FOUND UPON INSPECTION. WE WERE THEN ESCORTED TO THE PLANE WHERE THE PILOT WAS WAITING TO GIVE US HIS STATEMENT. AFTER TALKING TO THE PILOT AND TAKING PICTURES OF THE AIRCRAFT INSPECTOR BAIRD AND I BEGAN TO INVESTIGATE WHY THE NOSE OF THE PLANE MAY HAVE NOT RESPONDED TO PULLING BACK AS STATED BY THE PILOT. AS WE BEGAN TO PULL BACK FULL ON THE YOKE, WE NOTICED THAT THE ELEVATOR WOULD ONLY TRANSITION FROM FULL DOWN TO LEVEL (MIDWAY) WHEN ENGAGING FORWARD AND REVERSE. WE THEN WERE ABLE TO ACCESS THE ELEVATOR CABLES BY REMOVING THE PANEL WHERE WE FOUND THE CABLES TO HAVE A TREMENDOUS AMOUNT OF SLACK AND APPEARED TO BE LAYING ON THE BELLY OF THE FUSELAGE. WE ASKED THE PILOT IF HE COMPLETED A PROPER PRE FLIGHT-NOTING THE ENGAGEMENT OF THE YOKE TO

FULL BACK UP RIGHT ELEVATOR AND HE STATED HE REMEMBERED GOING THROUGH THE MOTIONS BUT COULD'NT REMEBR SEEING IT FULL BACK AND UP.

INSPECTOR BAIRD AND I BELIEVE THAT UPON TAKE OFF AND THE IMPACTS/DAMAGE TO THE NOSE OF THE AIRCRAFT AND WERE THE RIGGING FOR THE ELEVATOR IS LOCATED THAT IT WAS DAMAGED UPON TAKE OFF NOTING THE REASON OF PULLING THE YOKE BACK WITH NO RESPONSE TO PITCH UP OF THE NOSE OF THE AIRCRAFT UPON TAKE OFF AND LANDING.

