

N8443M Inspector Kachinski On-Scene Investigation Statement

On 09/14/2023 at approximately 1900Z, it was reported that N8443M, A 1976 Cessna 182P, Serial Number 18264605 experienced engine issues and made a forced landing in a soybean field located at [REDACTED] Prospect TN. Upon landing through the soybean field, it appeared that the nose landing gear (and confirmed by the pilot) struck a rut thus resulting in the separation of the nose landing gear from the aircraft and the aircraft flipping over and coming to a rest in an inverted state. It was reported that there were 2 POB with no injuries.



Figure 1 Photo retrieved from Flight Aware.



Figure 2 Photo representing approximate aircraft location Google Earth.

09/15/2023 – Inspectors Joseph Kachinski and David Stamps traveled to Prospect TN to start the on-scene investigation. Photographs were taken of the scene and those in this Inspector Statement were all taken by Inspector Kachinski.

There was approximately 300 feet of soybean that appeared to be pushed down and showed the path of travel of the aircraft upon landing. The path was approximately 129 inches across. Direction of travel/landing was toward a southwest direction. The aircraft was in an inverted position with the tail facing a southwest direction and the nose facing a northeast direction.

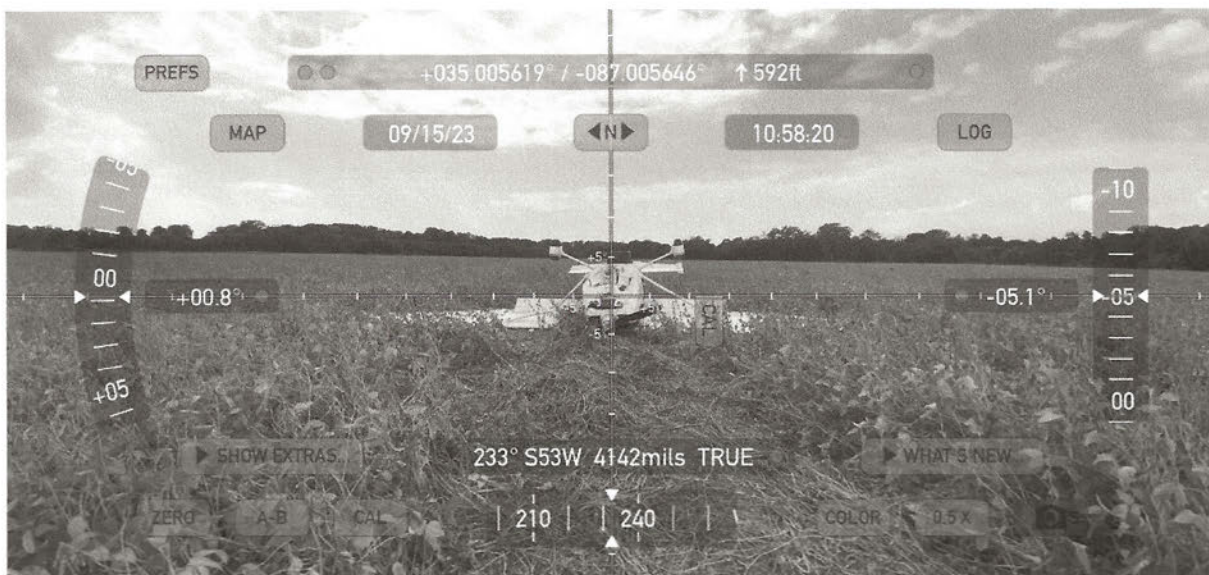


Figure 3 View looking toward start of landing path, Inspector back toward aircraft.



Figure 4 View facing aircraft from landing path.

Photos taken using Theodolite app on Inspector Kachinski's Apple iPhone.



Approximately 200 feet along the path of travel there was a rut in the dirt approximately 4-5 inches deep. Upon surveying the surrounding area, it could be determined the rut was made from a large irrigation sprayer that moves around the area on tractor tires.



Figure 5 Circled area identifying the rut along landing path.



Figure 6 Rut is approximately 4-5 inches deep.

A walkaround of the aircraft was documented. The tips of the propeller were bent aft and curled slightly upward. The spinner was crushed inward. The engine cowlings showed evidence of impact damage with the ground. The landing gear was separated from the aircraft and laying off to the side. It could not be determined if the landing gear was in its final resting place or was moved by emergency personnel.



Figure 7 View looking at nose of aircraft. Nose landing gear strut in front of spinner in grass.



Figure 8 Nose landing gear wheel pictured laying in front of left wing.

Both aircraft wings were intact and there was no evidence of fuel leakage. The left hand wing strut was bent. Both flaps were in the down position. Both doors appeared to have been broken at the door hinges. The vertical tail was crushed into the ground and the tail section of the aircraft was buckled at the registration marks.



Figure 9 RH Wing.

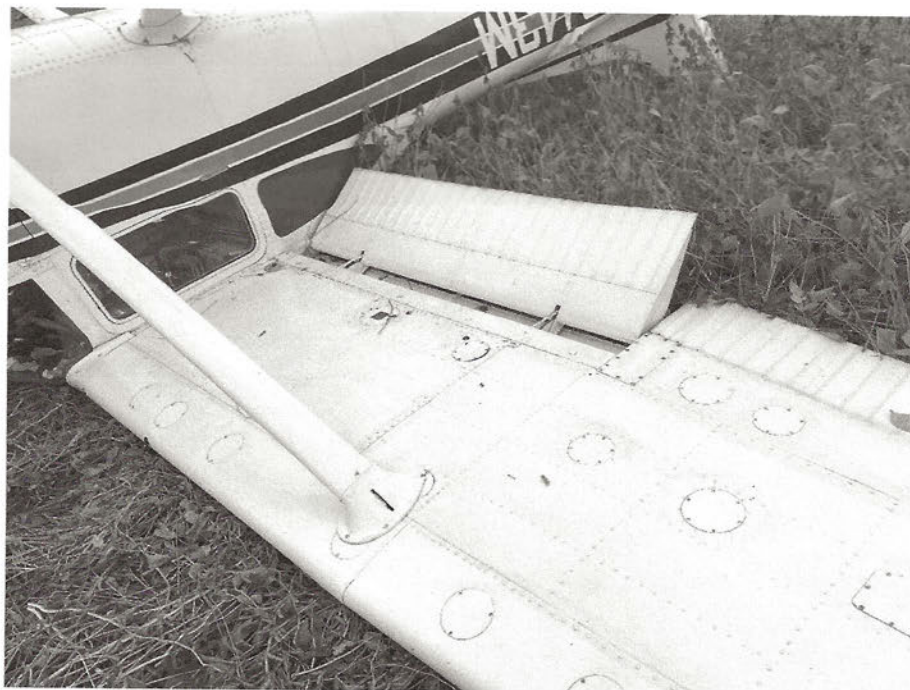


Figure 10 RH Wing.



Figure 11 LH Wing.



Figure 12 RH Wing.



Figure 13 Tail Section RH View.



Figure 14 Tail Section LH View.



Figure 15 Tail RH View.



Figure 16 Tail LH View.



Figure 17 Aircraft data plate.

The aircraft Registration, Airworthiness Certificate and Pilot Operating Handbook were not located inside the aircraft. This concluded the on-scene accident investigation by Inspectors Kachinski and Stamps.

-----End of Inspector Statement-----

JOSEPH A KACHINSKI III

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