

N84CP ACCIDENT REPORT

By Thomas M Kopera, passenger in plane (Right Seat)

Aircraft: 1979 Cessna 182, Katmai

Accident occurred on August 18, 2018 approximately 11:30 am.

I am writing this observation report on 04/24/21 so I will recount the details the best I am able.

Events leading to accident

On Saturday morning approximately 9:00am we flew the aircraft, 84CP, from KMYL to 12ID. We were a flight of two aircraft, N84CP and N786JP, the flight was uneventful. N84CP took fuel before departure.

At about 11:15am we departed 12ID for KMYL same two aircraft. N84CP departed first with N786JP following.

12ID is a back country uncontrolled airport so my focus was on radio communication and scanning for traffic in the area. The take-off and initial climb felt normal, the aircraft had power and started to climb as I expected.

Call on radio from N786JP – “Bill where are you going?”

Reply from Bill, 84CP – “We are going down.”

I was unaware of any issues with the aircraft until this communication. At that point I looked back inside the aircraft at the control panel, 84CP has a second manifold and tach gauges on the right side, I saw that the manifold gauge was reading 20in of pressure. That is idle power, I knew the engine was not making any power and in fact we were going down.

Bill said to me he was going to put the plane in the trees. He turned slightly to the left, managed the speed and we encountered the trees slow (stall horn was chirping) and level.

The aircraft's left-wing tip contacted a tree first, this caused the aircraft to rotate 180° counter clockwise about the Normal axis. The tail then contacted the second tree and continued rotating. As we hit the second tree I looked back into the aircraft and watched the aircraft tear in half. The split occurred at the cargo area. The aircraft continued rotating and contacted the third tree on the starboard side where it came to rest.

The aircraft was lodged in the tree 10-12 feet off the ground with a nose down attitude of about 15 degrees. The tree trunk was even with my right shoulder. Our belts did support us and kept us in our seats.

It was at this time that I realized that the aircraft was on fire. The fire was emanating from the engine cowl and was growing. We exited the aircraft as quickly as possible.

I released my harness and dove thought the left side of the wind screen landing prone on the ground. Bill released his harness and was able to open his door and jump from the aircraft.

We moved away from aircraft as quickly as we could and a few second later it exploded and was consumed by the fire.

The entire flight, take-off to crash, was less than 2 minutes. Once I realized we had lost power and were going to make a forced off-field landing it was maybe 30 seconds.

Conversation with the pilot Bill Furling after the accident:

When the aircraft first lost lift he thought we were caught in a down draft from the surrounding terrain. This seemed the most likely cause of the lost lift since it was late morning.

Conversation with the pilot John Richardson, pilot of N786JP, after the accident:

John said as we departed 12ID that the aircraft appeared to have good power as we lifted off. We cleared the obstacles at the end of the runway with no issues and it appeared to begin its climb as expected.

Additional Information

I am an instrument rated private pilot. My last BFR was completed on 08/18/2017.

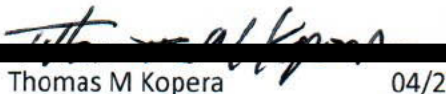
This was my first-time landing and taking off from this airport (12ID).

I have 5 hours PIC time in this aircraft all at hard surface airports. I have no grass field take-off/landings in this aircraft as PIC.

I have been a passenger in the aircraft for an additional 15 hours of flight time.

I have been a passenger in 84CP with Bill Furling as pilot in 10-15 grass field take-off and landings.

The aircraft was serviced 2 days prior to the accident at Jackson Jet center in Boise Idaho. The service was certification of the Pitot-static system. After the service was completed, the aircraft flew from KBOI to KMYL, approximately 60min. then from KMYL to 12ID also about 45 min. The aircraft was involved in an off-field incident and was lost on it's third take-off since service.

 4/27/21
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