



# Aviation Investigation Final Report

<b>Location:</b>	Challis, Idaho	<b>Accident Number:</b>	WPR24LA131
<b>Date &amp; Time:</b>	April 23, 2024, 12:30 Local	<b>Registration:</b>	N2299C
<b>Aircraft:</b>	Cessna 182B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot of the airplane reported that while on approach to land on a dirt runway, the airplane was “a little higher than normal.” The airplane landed a couple of hundred feet from the departure end of the runway. During the landing roll, he maneuvered the airplane to avoid a mudhole on the runway. As the pilot realigned the airplane back to runway centerline, he noted that the airplane was traveling too fast as it approached the departure end of the runway. The airplane departed the end of the runway, impacted the departure end runway’s rock boundary markers, and came to rest inverted.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to attain a proper touchdown point during landing which resulted in a runway excursion and subsequent nose over.

## Findings

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**Personnel issues**

Identification/recognition - Pilot

**Aircraft**

Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Landing area overshoot (Defining event)
<b>Landing</b>	Runway excursion

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	83, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed Without waivers/limitations	<b>Last FAA Medical Exam:</b>	October 13, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 21, 2023
<b>Flight Time:</b>	8800 hours (Total, all aircraft), 4000 hours (Total, this make and model), 8800 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2299C
<b>Model/Series:</b>	182B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1959	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	52334
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	January 5, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2650 lbs
<b>Time Since Last Inspection:</b>	60 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4000 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-470-L
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLLJ,5040 ft msl	<b>Distance from Accident Site:</b>	33 Nautical Miles
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	113°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Boise, ID (BOI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Challis, ID	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	COUGAR RANCH D47	<b>Runway Surface Type:</b>	Dirt;Grass/turf
<b>Airport Elevation:</b>	4277 ft msl	<b>Runway Surface Condition:</b>	Dry;Holes
<b>Runway Used:</b>	02/20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1400 ft / 20 ft	<b>VFR Approach/Landing:</b>	Valley/terrain following

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.741167,-114.9186(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Daniel Warnick; Federal Aviation Administration; Boise, ID
<b>Original Publish Date:</b>	October 24, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=194144">https://data.ntsb.gov/Docket?ProjectID=194144</a>

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