



# Aviation Investigation Final Report

<b>Location:</b>	East Ellijay, Georgia	<b>Accident Number:</b>	ERA25LA017
<b>Date &amp; Time:</b>	October 16, 2024, 12:15 Local	<b>Registration:</b>	N1242M
<b>Aircraft:</b>	Cessna 182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	3 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot/owner stated that he checked the winds when he was more than 15 miles from the destination airport and again while established on the downwind leg of the traffic pattern. He said the automated weather observing system (AWOS) reported the winds were from 020° at 9 knots “with no gusts” and that he was landing on Runway 03. When over the runway threshold, the nose dropped “due to a decrease in headwind” so the pilot initiated a go-around. After applying “full” engine power and while configuring the airplane for the go-around, an “extreme perpendicular crosswind from the west blew the airplane into the path of trees lining the runway.” The pilot said he pulled back on the yoke to clear the trees, the right wing stalled, and the airplane landed hard in a flat attitude resulting in substantial damage and igniting a fire in the engine compartment. Three of the four occupants egressed the airplane with minor injuries while one occupant emerged uninjured. The pilot reported there were no preimpact anomalies or failures that would have precluded normal operation of the airplane.

Examination of the AWOS information reported at the airport 15 minutes before arrival revealed winds from 020° at 11 knots gusting to 19 knots. At the time of the accident, winds were reported to be from 040° at 12 knots gusting to 19 knots.

## Probable Cause and Findings

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

The pilot's inadequate compensation for winds during landing, which resulted in a loss of control and an aerodynamic stall.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Crosswind - Response/compensation

## Factual Information

### History of Flight

<b>Landing</b>	Other weather encounter
<b>Approach-VFR go-around</b>	Loss of control in flight (Defining event)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	March 1, 2024
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	September 30, 2023
<b>Flight Time:</b>	210 hours (Total, all aircraft), 110 hours (Total, this make and model), 125 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1242M
<b>Model/Series:</b>	182 P	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18264256
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	December 10, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>	110 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4293 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O470-S2B
<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>	49A,1485 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:15 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots / 19 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	40°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.31 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Alexander City, AL (ALX)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	East Ellijay, GA	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	09:45 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	GILMER COUNTY 49A	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1485 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03/21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3507 ft / 75 ft	<b>VFR Approach/Landing:</b>	Go around;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Minor, 1 None	<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 Minor, 1 None	<b>Latitude, Longitude:</b>	34.624525,-84.531549(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rayner, Brian
<b>Additional Participating Persons:</b>	Zach Andrade ; FAA/FSDO; Atlanta, GA
<b>Original Publish Date:</b>	April 22, 2025
<b>Last Revision Date:</b>	December 16, 2025
<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.nts.gov/Docket?ProjectID=195326">https://data.nts.gov/Docket?ProjectID=195326</a>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).