



Aviation Investigation Final Report

Location:	JEANERETTE, Louisiana	Accident Number:	FTW99LA259
Date & Time:	September 12, 1999, 17:00 Local	Registration:	N2751F
Aircraft:	Cessna 182J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The pilot reported that after takeoff he saw an approaching thunderstorm and returned to the airport to land on runway 21. The pilot stated that when he arrived at the airport there was a 90-degree crosswind. He estimated that the wind was 120 degrees at 25 knots, with 5-10 knot gusts. The pilot further reported that as the airplane touched down, 'a gust of wind kept the wheels from settling so I could not brake effectively,' and the aircraft ran off the end of the 3,000-foot-long runway and impacted a fence and a ditch.

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 the proper touchdown point resulting in the aircraft overrunning the runway on landing roll. A factor was the gusty crosswind condition.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - CROSSWIND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - FENCE

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

5. TERRAIN CONDITION - DITCH

Factual Information

On September 12, 1999, at 1700 central daylight time, a Cessna 182J airplane, N2751F, was substantially damaged when it overran the runway and impacted a fence and a ditch during landing roll at the Le Maire Memorial Airport near Jeanerette, Louisiana. The commercial pilot and 3 parachutists were not injured, and one parachutist sustained minor injuries. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 parachute activity flight. The local flight originated from the Le Maire Memorial Airport about 10 minutes before the accident.

The pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), that after climbing to 1,500 feet msl, he saw an approaching thunderstorm and returned to the airport to land on runway 21. The pilot stated that when he arrived at the airport there was a 90-degree crosswind. He estimated that the wind was 120 degrees at 25 knots, with 5-10 knot gusts. The pilot further reported that as the airplane touched down, "a gust of wind kept the wheels from settling so I could not brake effectively," and the aircraft ran off the end of the runway into a fence and ditch. The pilot also reported that he "did not go around because of the possibility of getting caught in the convective activity of the thunderstorm."

According to the FAA inspector, who responded to the accident site, the "airplane landed long on runway 21" and overran the departure end of the 3,000- foot-long runway. The airplane continued through a fence and impacted a ditch. The airplane came to rest upright in the ditch in about 5-10 feet of water. Examination of the airplane revealed that the left wing spar was bent aft.

At 1653, the wind at the Acadiana Regional Airport, located 14 miles northwest of the accident site, was from 360 degrees at 5 knots.

Pilot Information

Certificate:	Commercial; Flight instructor; Private	Age:	56, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	October 28, 1998
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4500 hours (Total, all aircraft), 3000 hours (Total, this make and model), 4450 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2751F
Model/Series:	182J 182J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	451465
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R-25A
Registered Owner:	CHARLES E. JUDICE	Rated Power:	230 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ARA ,24 ft msl	Distance from Accident Site:	14 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	320°
Lowest Cloud Condition:	Scattered / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	32°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(2R1)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:50 Local	Type of Airspace:	Class E

Airport Information

Airport:	LE MAIRE MEMORIAL 2R1	Runway Surface Type:	Asphalt
Airport Elevation:	14 ft msl	Runway Surface Condition:	Dry
Runway Used:	21	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 4 None	Latitude, Longitude:	29.910833,-91.669502(est)

Administrative Information

Investigator In Charge (IIC):	Wigington, Douglas
Additional Participating Persons:	MARK S EVANS; BATON ROUGE , LA
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47334

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).