



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Brunswick, Georgia | Accident Number: | ATL02LA157 |
| Date & Time: | July 2, 2002, 13:00 Local | Registration: | N71785 |
| Aircraft: | Cessna 182M | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

During landing roll, the pilot inadvertently applied the right brake when attempting to apply the right rudder to correct for wind conditions. The airplane veered to the right, rolled off the runway and struck a runway marker before directional control was regained. The pilot reported no mechanical defect or malfunction prior to the collision. Examination of the wreckage revealed the right horizontal stabilizer was damaged, the empennage displayed wrinkling from the rear window aft to the tail, and the airframe was buckled under the left horizontal stabilizer.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during landing roll, which resulted in an on-ground collision with a runway sign. A factor was the pilot's inadvertent application of the right brake.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (F) BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND

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

Findings

3. OBJECT - AIRPORT SIGN/MARKER

Factual Information

On July 2, 2002, at 1300 eastern daylight time, a Cessna 182M, N71785, registered to a private owner and operated by the pilot, collided with a runway marker during landing roll at Malcolm McKinnon Airport in Brunswick, Georgia. The personal flight was operated under the provisions of Title 14 CFR Part 91 with no flight plan filed. Visual meteorological conditions prevailed at the time of the accident. The private pilot and passenger were not injured, and the airplane sustained substantial damage. The flight departed DeKalb - Peachtree Airport in Atlanta, Georgia, at 1100.

According to the pilot, during landing roll after touchdown on runway 4, he inadvertently applied the right brake when attempting to apply the right rudder to correct for wind conditions. The airplane veered to the right, rolled off the runway and struck a runway marker before directional control was regained.

The pilot reported no mechanical defect or malfunction prior to the collision. Examination of the wreckage revealed the right horizontal stabilizer was damaged, the empennage displayed wrinkling from the rear window aft to the tail, and the airframe was buckled under the left horizontal stabilizer.

Pilot Information

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|----------------------------------|---|--|-------------------|
| Certificate: | Private | Age: | 67, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | February 28, 2002 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | September 8, 2001 |
| Flight Time: | 252 hours (Total, all aircraft), 193 hours (Total, this make and model), 186 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N71785 |
| Model/Series: | 182M | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 18259756 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | March 2, 2002 Annual | Certified Max Gross Wt.: | 2800 lbs |
| Time Since Last Inspection: | 20.1 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3153.7 Hrs at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-470-R |
| Registered Owner: | George P. Hilliard | Rated Power: | 230 Horsepower |
| Operator: | Maurice H. Hilliard Jr. | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|----------------------------------|---|------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | SSI,20 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 12:53 Local | Direction from Accident Site: | |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 7 knots / 0 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 120° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.1 inches Hg | Temperature/Dew Point: | 29°C / 23°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Atlanta, GA (PDK) | Type of Flight Plan Filed: | None |
| Destination: | Brunswick, GA (SSI) | Type of Clearance: | VFR |
| Departure Time: | 11:00 Local | Type of Airspace: | Class E |

Airport Information

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|-----------------------------|--------------------------------|----------------------------------|-----------------|
| Airport: | Malcolm McKinnon Brunswick SSI | Runway Surface Type: | Asphalt |
| Airport Elevation: | 20 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 4 | IFR Approach: | None |
| Runway Length/Width: | 5421 ft / 150 ft | VFR Approach/Landing: | Traffic pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 31.151388,-81.391387 |

Administrative Information

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| Investigator In Charge (IIC): | Wilson, Butch |
| Additional Participating Persons: | Peter Ellis; FAA - Atlanta FSDO - 11; College Park, GA |
| Original Publish Date: | April 1, 2003 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.ntsb.gov/Docket?ProjectID=55456 |

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](#).