



Aviation Investigation Final Report

Location:	Bremerton, Washington	Accident Number:	SEA04LA056
Date & Time:	March 10, 2004, 13:20 Local	Registration:	N7362X
Aircraft:	Cessna R182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that on his tenth touch and go landing to runway 01 he encountered some light turbulence during the base turn and then turned on final with 65 knots airspeed. He held a small amount of crosswind correction to maintain runway alignment and flared prior to touchdown. Upon settling the aircraft veered approximately 30 degrees right of the centerline departing the runway and rolling into an area of soft, wet grass. The pilot reported that he was uncertain why the veer occurred and attributed the veer to "inadvertent right braking, or possibly a crosswind gust that was under controlled." The Director of Maintenance for the Operator reported finding no mechanical malfunction with the aircraft's wheels or braking system following the accident. The airport manager reported that the winds at the time were from 020 degrees magnetic at 6 knots.

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 which resulted in a loss of control and subsequent wing strike with terrain. A contributing factor was the soft terrain.

Findings

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

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - SOFT

Factual Information

On March 10, 2004, approximately 1320 Pacific standard time, a Cessna R182, N7362X, registered to an individual, operated by Wings Aloft, Inc., and being flown by a private pilot, sustained substantial damage during a loss of control on landing roll at the Bremerton National airport, Bremerton, Washington. The pilot was uninjured. Visual meteorological conditions existed and no flight plan had been filed. The flight, which was personal, was operated under 14 CFR 91, and departed from Boeing Field, Seattle, Washington, approximately noon.

The airport manager at Bremerton National reported that the pilot had been conducting touch and go landings on runway 01. During the landing he lost directional control and the aircraft veered off the right (east) side of the 6,200 foot long paved runway and traveled into a soft, muddy area. During the excursion, the right wingtip impacted terrain. The airport manager reported that the winds at the time were from 020 degrees magnetic at 6 knots.

The pilot reported that on his tenth touch and go landing he encountered some light turbulence during the base turn and then turned on final with 65 knots airspeed. He held a small amount of crosswind correction to maintain runway alignment and flared prior to touchdown. Upon settling the aircraft veered approximately 30 degrees right of the centerline departing the runway and rolling into an area of soft, wet grass. The pilot reported that he was uncertain why the veer occurred and that "...it could have been due to inadvertent right braking, or possibly a crosswind gust that was under controlled...."

Winds reported at Bremerton National airport during the late morning and early afternoon hours were reported as follows:

1055PST	180 degrees magnetic at 05 knots
1115PST	020 degrees magnetic at 07 knots
1135PST	020 degrees magnetic at 10 knots
1155PST	030 degrees magnetic at 09 knots
1215PST	010 degrees magnetic at 06 knots
1235PST	040 degrees magnetic at 05 knots
1255PST	360 degrees magnetic at 05 knots
1315PST	060 degrees magnetic at 07 knots
1335PST	010 degrees magnetic at 07 knots
1355PST	010 degrees magnetic at 06 knots

The Director of Maintenance for the Operator reported finding no mechanical malfunction with the aircraft's wheels or braking system following the accident.

Pilot Information

Certificate:	Private	Age:	49, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	April 23, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	August 20, 2002
Flight Time:	189 hours (Total, all aircraft), 12 hours (Total, this make and model), 144 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7362X
Model/Series:	R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	R18200087
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	February 9, 2004 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6777 Hrs	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-540-J3C5D
Registered Owner:	Hollingsworth, Graham H.	Rated Power:	235
Operator:	Wings Aloft, Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	GJAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PWT,439 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	13:15 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.53 inches Hg	Temperature/Dew Point:	12°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Seattle, WA (BFI)	Type of Flight Plan Filed:	None
Destination:	(BFI)	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Bremerton National PWT	Runway Surface Type:	Asphalt
Airport Elevation:	439 ft msl	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	6200 ft / 150 ft	VFR Approach/Landing:	Touch and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.490276,-122.761108

Administrative Information

Investigator In Charge (IIC):	McCreary, Steven
Additional Participating Persons:	William Reichardt; FAA-FSDO; Renton, WA
Original Publish Date:	September 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=58951

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](#).