



Aviation Investigation Final Report

Location:	Boerne, Texas	Accident Number:	FTW04LA118
Date & Time:	April 22, 2004, 16:15 Local	Registration:	N7435Q
Aircraft:	Cessna 182U	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane collided with a road grader after landing on the 4,000-foot runway. The 15,000-hour pilot reported that the grader had been operating in the vicinity for several days and he had "grown accustomed to seeing it" and was not alarmed by its presence on the airport near the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inattentive planned approach to land on a runway with obstructions.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

1. (C) PLANNED APPROACH - INATTENTIVE - PILOT IN COMMAND
2. OBJECT - VEHICLE

Factual Information

On April 22, 2004, at 1615 central daylight time, a Cessna 182U single-engine airplane, N7435Q, registered to and operated by Whirlybird Inc., of Vail, Arizona, was substantially damaged when it collided with a vehicle after landing on runway 17 at the Boerne Stage Field Airport (5C1), near San Antonio, Texas. The commercial pilot, who was the sole occupant, was not injured. Visual meteorological conditions prevailed, and a flight plan was not filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight departed 5C1 at 1530.

The 15,632-hour pilot reported in the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2), that he performed a short/soft field landing on runway 17 (a 4,000-foot long by 40-foot wide asphalt runway). As he lowered the nose of the airplane, he noticed that there was a road grader located at the edge of the runway. Subsequently, the right wingtip of the airplane struck the grader. The pilot stated that he did not notice that the grader was a hazard until he was only "2 car-lengths" away. The airplane "veered hard" off the right side of the runway after the collision and came to rest upright.

The pilot further reported that the grader had been operating in the vicinity of the runway for several days and he had "grown accustomed to seeing it" and was not alarmed by its presence on the airport near the runway. The pilot stated that because the field is short with tall trees surrounding it, he was concentrating on making a "short field, full stall" landing. The pilot stated that although he took "evasive action," he was unable to completely avoid the grader.

Examination of the airplane by a Federal Aviation Administration (FAA) inspector, who responded to the site of the accident, revealed the upper right side of the fuselage was buckled. The outboard 15 inches of the right wing was crushed aft and buckled.

Pilot Information

Certificate:	Commercial	Age:	52, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 18, 2002
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	February 23, 2004
Flight Time:	15632 hours (Total, all aircraft), 142 hours (Total, this make and model), 1164 hours (Pilot In Command, all aircraft), 34 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7435Q
Model/Series:	182U	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18261075
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 21, 2004 Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	1.51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5715.31 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-550
Registered Owner:	Whirlybird Inc.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAT,818 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	134°
Lowest Cloud Condition:	Scattered / 4600 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 0 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	28°C / 19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Boerne, TX (5C1)	Type of Flight Plan Filed:	None
Destination:	San Antonio, TX (5C1)	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Boerne Stage Air Field 5C1	Runway Surface Type:	Asphalt
Airport Elevation:	1380 ft msl	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	4000 ft / 40 ft	VFR Approach/Landing:	Full stop

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:	29.723333,-98.694725

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Allen W Carter; FAA Flight Standards District Office; San Antonio, TX
Original Publish Date:	July 29, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59127

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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](#).