



Aviation Investigation Final Report

Location:	San Antonio, Texas	Accident Number:	DFW06CA014
Date & Time:	October 23, 2005, 14:00 Local	Registration:	N3331F
Aircraft:	Cessna 182J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The 435-hour pilot reported that he was attempting to perform a short field landing on runway 30 (2,085-foot long, by 30-foot wide) at an uncontrolled airport. At a nearby airport located two miles south, approach control was reporting winds from the north at 7 knots, gusting between 20 and 25 knots. The pilot reported that with the airplane configured with full flaps, and while maintaining an airspeed of 65 miles per hour, he initiated a landing flare. The pilot attempted to make a correction and apply full power; however, the airplane touched down short of the landing threshold. As the airplane reached the lip of the asphalt landing threshold, the nosewheel strut sheared-off and the airplane skidded off the right side of the runway, colliding with the airport perimeter fence. The pilot reported that there were no mechanical deficiencies with the airplane prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to compensate for prevailing wind conditions and his delay in executing a go-around. A contributing factor was the gusty winds.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: LANDING

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: UNDERSHOOT

Phase of Operation: DESCENT - UNCONTROLLED

Findings

3. (C) GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - RUNWAY

Occurrence #4: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

Occurrence #5: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

5. OBJECT - FENCE

Factual Information

The 435-hour pilot reported that he was attempting to perform a short field landing on runway 30 (2,085-feet long, by 30-feet wide) at an uncontrolled airport. At a nearby airport located two miles south, approach control was reporting the winds from the north at 7 knots, gusting between 20 and 25 knots. The pilot reported that with the airplane configured with full flaps, and while maintaining an airspeed of 65 miles per hour, he initiated a landing flare. The pilot attempted to make a correction and apply full power; however, the airplane touched down short of the landing threshold. As the airplane reached the lip of the asphalt landing threshold, the nosewheel strut sheared-off and the airplane skidded-off the right side of the runway, colliding with the airport perimeter fence. The pilot reported that there were no mechanical deficiencies with the airplane prior to the accident.

Pilot Information

Certificate:	Private	Age:	67,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 3	Last FAA Medical Exam:	June 1, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	December 1, 2002
Flight Time:	435 hours (Total, all aircraft), 73 hours (Total, this make and model), 341 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3331F
Model/Series:	182J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18257331
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 2004 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4092 Hrs at time of accident	Engine Manufacturer:	Teledyne Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R25
Registered Owner:	Anthony Oliva	Rated Power:	230 Horsepower
Operator:	Roman Gomez Jr.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SAT,809 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 22 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.76 inches Hg	Temperature/Dew Point:	37°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Aransas, TX (RAS)	Type of Flight Plan Filed:	None
Destination:	San Antonio, TX (T94)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	

Airport Information

Airport:	Twin Oaks Airpark T94	Runway Surface Type:	Asphalt
Airport Elevation:	878 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2085 ft / 30 ft	VFR Approach/Landing:	

Wreckage and Impact Information

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:	29.572778,-98.463058

Administrative Information

Investigator In Charge (IIC):	McGill, C Frank
Additional Participating Persons:	Faye Makarsky; San Antonio, TX
Original Publish Date:	February 28, 2006
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=62712

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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](#).