



# Aviation Investigation Final Report

<b>Location:</b>	Caldwell, Idaho	<b>Accident Number:</b>	WPR12CA137
<b>Date &amp; Time:</b>	March 14, 2012, 15:30 Local	<b>Registration:</b>	N5649B
<b>Aircraft:</b>	Cessna 182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Ground handling event	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

## Analysis

The pilot stated that, before starting the engine by manually rotating the propeller, he set the brakes, throttle, and trim. He exited the airplane and proceeded to rotate the propeller. When the engine started, it went to full rpm, and the airplane started to move forward on the taxiway at a high speed. The airplane veered off the taxiway and continued its high speed taxi until it impacted a hangar door, damaging the engine, both wings, and the right main landing gear. The pilot reported that he had not chocked the airplane and thought the brake was set. He further reported there were no mechanical problems with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot did not properly secure the airplane before starting the engine by manually rotating the propeller, which resulted in the inadvertent movement of the airplane.

## Findings

<b>Aircraft</b>	Tie-down/mooring - Incorrect use/operation
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Standing-engine(s) start-up</b>	Ground handling event (Defining event)
<b>Standing-engine(s) start-up</b>	Loss of control on ground

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 5, 2011
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 7, 2010
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5649B
<b>Model/Series:</b>	182	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	33649
<b>Landing Gear Type:</b>		<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONT MOTOR
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-550
<b>Registered Owner:</b>	JANES PAUL A	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	Skydown Skydiving	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Caldwell, ID (EUL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Caldwell, ID (EUL )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Caldwell Industrial Airport EUL	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.641944,-116.635833(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Cornejo, Tealeye
<b>Additional Participating Persons:</b>	Kenneth G Hawkins; Federal Aviation Administration; Boise, ID
<b>Original Publish Date:</b>	May 21, 2012
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=83145">https://data.nts.gov/Docket?ProjectID=83145</a>

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