



Aviation Investigation Final Report

Location:	Caldwell, Idaho	Accident Number:	WPR12CA137
Date & Time:	March 14, 2012, 15:30 Local	Registration:	N5649B
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Ground handling event	Injuries:	1 None
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Commercial	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	
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 2 With waivers/limitations	Last FAA Medical Exam:	April 5, 2011
Occupational Pilot:	No	Last Flight Review or Equivalent:	November 7, 2010
Flight Time:	5000 hours (Total, all aircraft), 4000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

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

Meteorological Information and Flight Plan

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

Airport Information

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

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:	43.641944,-116.635833(est)

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Kenneth G Hawkins; Federal Aviation Administration; Boise, ID
Original Publish Date:	May 21, 2012
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=83145

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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](#).