



Aviation Investigation Final Report

Location:	Rose Hill, Kansas	Accident Number:	CEN12LA549
Date & Time:	July 28, 2012, 11:00 Local	Registration:	N8882X
Aircraft:	Cessna 182D	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

As a skydiver was exiting the airplane, his parachute inadvertently deployed and struck the right horizontal stabilizer. He deployed his reserve parachute and landed without further incident. After all the skydivers had exited the airplane, the pilot saw that the right horizontal stabilizer and elevator were damaged. After an uneventful landing, postaccident examination revealed the right stabilizer spar was bent.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent deployment of a skydiver's parachute, which struck the right horizontal stabilizer.

Findings

Personnel issues	Incorrect action selection - Passenger
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Factual Information

History of Flight

Maneuvering	Miscellaneous/other (Defining event)
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On July 28, 2012, about 1100 central daylight time, a Cessna 172D, N8882X, was substantially damaged when a skydiver's parachute deployed prematurely and struck the right horizontal stabilizer near Rose Hill, Kansas. The pilot was not injured. All three skydivers parachuted to safety. The airplane was registered to and operated by Myrtle Aviation, Inc., of Wichita, Kansas, under the provisions of 14 Code of Federal Regulations Part 91 as a skydiving flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The local flight originated from Cook Airfield (KK50), Rose Hill, Kansas, approximately 1035.

According to the pilot's accident report, a skydiver had an inadvertent deployment of his parachute while exiting the airplane at 11,500 feet mean sea level. The skydiver deployed his reserve parachute. Two other skydivers departed the airplane without incident. After all the skydivers had exited the airplane, the pilot saw that the right horizontal stabilizer and elevator had been damaged. He configured the aircraft for landing, performed controllability checks, and made an uneventful landing. Post-accident examination revealed the right stabilizer spar was bent.

Pilot Information

Certificate:	Commercial	Age:	29, Male
Airplane Rating(s):	Single-engine land; Multi-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 1 Without waivers/limitations	Last FAA Medical Exam:	April 2, 2012
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2012
Flight Time:	843 hours (Total, all aircraft), 178 hours (Total, this make and model), 773 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 34 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8882X
Model/Series:	182D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18253282
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	June 10, 2012 100 hour	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	11935 Hrs	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-520-U/TS
Registered Owner:	Myrtle Aviation, Inc.	Rated Power:	280 Horsepower
Operator:	Myrtle Aviation, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KIAB,1371 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	305°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	33°C / 18°C
Precipitation and Obscuration:			
Departure Point:	Rose Hill, KS (KK50)	Type of Flight Plan Filed:	None
Destination:	Rose Hill, KS (KK50)	Type of Clearance:	None
Departure Time:	10:35 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	37.566665,-97.175003(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	Richard Stevens; FAA Flight Standards District Office; Wichita, KS
Original Publish Date:	November 26, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=84694

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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](#).