



Aviation Investigation Final Report

Location:	East Moriches, New York	Accident Number:	ERA13CA247
Date & Time:	May 17, 2013, 15:30 Local	Registration:	N8775X
Aircraft:	Cessna 182D	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

This report was modified on 1/8/1014. Please see the public docket for this accident to view the original report.

According to the pilot, he leveled the airplane at 8,500 feet for a tandem skydive. When the instructor exited the airplane, the nose pitched up, then the airplane pitched over into a right, descending turn. The pilot assessed the situation and determined that the right horizontal stabilizer was bent. He later determined that the instructor's drogue chute became trapped under the flap handle, resulting in a premature deployment of the parachute. The drogue chute then caught the horizontal stabilizer, resulting in a 45-degree downward bend. The pilot reported no pre-impact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadvertent deployment of the skydiving instructor's drogue chute when he exited the airplane, resulting in it contacting and damaging the horizontal stabilizer.

Findings

Personnel issues	Incorrect action selection - Passenger
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Factual Information

History of Flight

Enroute-cruise	Miscellaneous/other (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 8, 2013
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 11, 2011
Flight Time:	1208 hours (Total, all aircraft), 6 hours (Total, this make and model), 1030 hours (Pilot In Command, all aircraft), 96 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8775X
Model/Series:	182D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18253175
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	November 1, 2012 100 hour	Certified Max Gross Wt.:	2650 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	MURPHY FRANK E	Rated Power:	230 Horsepower
Operator:	516-Skydive	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	FOK,66 ft msl	Distance from Accident Site:	6 Nautical Miles
Observation Time:	15:53 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	21°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	East Moriches, NY (49N)	Type of Flight Plan Filed:	None
Destination:	East Moriches, NY (49N)	Type of Clearance:	VFR
Departure Time:	15:14 Local	Type of Airspace:	

Airport Information

Airport:	Lufker Airport 49N	Runway Surface Type:	
Airport Elevation:	57 ft msl	Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	40.824722,-72.750831 (est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Ralph
Additional Participating Persons:	Jim Ciccone; FAA/FSDO; Farmingdale, NY
Original Publish Date:	July 23, 2013
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.ntsb.gov/Docket?ProjectID=86945

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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](#).