



# Aviation Investigation Final Report

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<b>Location:</b>	Sebring, Ohio	<b>Accident Number:</b>	GAA17CA133
<b>Date &amp; Time:</b>	January 22, 2017, 15:25 Local	<b>Registration:</b>	N3828D
<b>Aircraft:</b>	Cessna 182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing gear collapse	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Skydiving		

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## Analysis

The pilot in the tricycle-gear-equipped airplane reported that he landed about 4 ft short of the asphalt runway. The nose landing gear struck the 6-inch-high asphalt perimeter and separated from the airplane. The pilot aborted the landing, the airplane bounced, and the pilot established a climb. He completed one traffic pattern and an approach. During the second landing, the pilot chose to land on the turf safety area parallel to the runway. When the airplane's main landing gear touched down on the turf surface, the airplane nosed over. The airplane sustained substantial damage to the firewall, fuselage, left wing, and empennage.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot reported that the accident could have been prevented by being more diligent in observing the touchdown point on the runway.

The pilot reported that there were no preaccident 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 pilot's failure to maintain the proper glidepath during landing, which resulted in the airplane landing short of the runway, the nose landing gear separating, and the airplane nosing over during a second landing.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Descent/approach/glide path - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Abnormal runway contact
<b>Landing-flare/touchdown</b>	Landing gear collapse (Defining event)
<b>Landing-flare/touchdown</b>	Nose over/nose down
<b>Landing-flare/touchdown</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	62, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<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>	May 9, 2016
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 20, 2016
<b>Flight Time:</b>	(Estimated) 1400.1 hours (Total, all aircraft), 1359.8 hours (Total, this make and model), 44.2 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3828D
<b>Model/Series:</b>	182 A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1957	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34528
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	June 1, 2016 Annual	<b>Certified Max Gross Wt.:</b>	2348 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4720 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	O-470-L
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<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>	KCAK,1236 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	19:51 Local	<b>Direction from Accident Site:</b>	272°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	29.54 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Seebring, OH (3G6)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Seebring, OH (3G6)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TRI-CITY 3G6	<b>Runway Surface Type:</b>	Asphalt;Grass/turf
<b>Airport Elevation:</b>	1187 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	35	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2768 ft / 45 ft	<b>VFR Approach/Landing:</b>	Full stop;Go around;Traffic pattern

## 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>	40.906112,-81(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Nicholas DeLotell; FAA; Cleveland, OH
<b>Original Publish Date:</b>	September 7, 2017
<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=94696">https://data.nts.gov/Docket?ProjectID=94696</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).