Aviation Investigation Final Report

Location:	Ellington, Connecticut	**Accident Number:**	GAA17CA325
Date & Time:	June 1, 2017, 13:45 UTC	**Registration:**	N6193B
Aircraft:	Cessna 182	**Aircraft Damage:**	Substantial
Defining Event:	Landing area overshoot	**Injuries:**	4 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

According to the pilot, he landed the airplane on the 1,800-ft-long asphalt runway in the rain at 70 mph with full flaps. He reported that, on final, he had considered conducting a go-around due to wind and weather, but "we were low, slow, and 130 pounds below maximum gross weight with very dynamic wind conditions at the time and …apartment buildings about 400 yards beyond the end of runway 19." During the landing, he touched down with a right crosswind, about 600 ft beyond the runway threshold.

He recalled that he retracted the flaps and pulled the control wheel all the way aft to put as much weight as possible on the main wheels, but he "felt our ground speed was fast and we must have a tailwind." He applied heavy braking, and as the end of the runway approached, he applied full left rudder to avoid a gully that was just beyond the end of the runway. The airplane exited the end of the runway and veered left. The airplane entered the gully and impacted vegetation.

The airplane sustained substantial damage to the right-wing spar and aileron.

The nearest METAR was 10 nautical miles east of the accident site, and it reported that the wind was from 270° at 13 knots, gusting to 20 knots. The visibility was 10 statute miles with light rain.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Per the National Transportation Safety Board Pilot Aircraft Accident Report, the pilot noted that the accident could have been prevented by initiating a go-around after he realized that he could not land in the first third of the runway. He noted that the approaching rain and wind conditions added personal pressure to land before conditions deteriorated. Additionally, he reported that under normal, dry conditions, heavy braking was required to prevent an overrun.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's unstabilized approach and failure to go around in rainy, gusting crosswind conditions, which resulted in a runway overrun. Contributing to the accident was the pilot's self-induced pressure to land due to the deteriorating weather conditions.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Rain - Effect on equipment
Aircraft	Descent/approach/glide path - Not attained/maintained
Aircraft	Landing distance - Capability exceeded
Personnel issues	Motivation/respond to pressure - Pilot
Environmental issues	Crosswind - Effect on operation
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Abnormal runway contact
Landing-landing roll	Landing area overshoot (Defining event)
Landing-landing roll	Loss of control on ground
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	**Age:**	65,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	4-point
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:**	January 12, 2017
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 22, 2016
Flight Time:	(Estimated) 944 hours (Total, all aircraft), 14 hours (Total, this make and model), 832 hours (Pilot In Command, all aircraft), 39 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		**Age:**	
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:			

Passenger Information

Certificate:	**Age:**	Male
Airplane Rating(s):	**Seat Occupied:**	Right
Other Aircraft Rating(s):	**Restraint Used:**	Lap only
Instrument Rating(s):	**Second Pilot Present:**	No
Instructor Rating(s):	**Toxicology Performed:**	No
Medical Certification:	**Last FAA Medical Exam:**	
Occupational Pilot:	**Last Flight Review or Equivalent:**	
Flight Time:		

Passenger Information

Certificate:	**Age:**	
Airplane Rating(s):	**Seat Occupied:**	Right
Other Aircraft Rating(s):	**Restraint Used:**	Lap only
Instrument Rating(s):	**Second Pilot Present:**	No
Instructor Rating(s):	**Toxicology Performed:**	No
Medical Certification:	**Last FAA Medical Exam:**	
Occupational Pilot:	**Last Flight Review or Equivalent:**	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N6193B
Model/Series:	182 A	**Aircraft Category:**	Airplane
Year of Manufacture:	1957	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	34193
Landing Gear Type:	Tricycle	**Seats:**	1
Date/Type of Last Inspection:	July 27, 2016 Annual	**Certified Max Gross Wt.:**	2950 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	12792.5 Hrs as of last inspection	**Engine Manufacturer:**	CONT MOTOR
ELT:	C91A installed, not activated	**Engine Model/Series:**	O-470
Registered Owner:	CONNECTICUT PARACHUTISTS INC	**Rated Power:**	230 Horsepower
Operator:	CONNECTICUT PARACHUTISTS INC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KBDL,179 ft msl	**Distance from Accident Site:**	10 Nautical Miles
Observation Time:	17:51 Local	**Direction from Accident Site:**	274°
Lowest Cloud Condition:	Few / 5000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	Broken / 7000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	13 knots / 20 knots	**Turbulence Type Forecast/Actual:**	/ None
Wind Direction:	270°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	29.87 inches Hg	**Temperature/Dew Point:**	21°C / 11°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Ellington, CT (7B9)	**Type of Flight Plan Filed:**	None
Destination:	Ellington, CT (7B9)	**Type of Clearance:**	VFR
Departure Time:	13:45 UTC	**Type of Airspace:**	Class E

Airport Information

Airport:	ELLINGTON 7B9	**Runway Surface Type:**	Asphalt
Airport Elevation:	253 ft msl	**Runway Surface Condition:**	Wet
Runway Used:	19	**IFR Approach:**	None
Runway Length/Width:	1800 ft / 150 ft	**VFR Approach/Landing:**	Full stop

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:**	41.925556,-72.457221(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Joseph P Whihtley; FAA; Enfield, CT
Original Publish Date:	January 11, 2018
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=95315