



Aviation Investigation Final Report

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|--------------------------------|---------------------------------------|-------------------------|-------------|
| 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

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|-----------------------------|---|
| 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

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|-----------------------------|---|
| 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

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|----------------------------------|--|--|--------------------|
| 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

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|----------------------------------|--|----------|
| 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

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|----------------------------------|--|----------|
| 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

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|--------------------------------------|-----------------------------------|---------------------------------------|-----------------|
| 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

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| 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

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|-----------------------------|------------------|----------------------------------|-----------|
| 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

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|----------------------------|--------|-----------------------------|---------------------------|
| 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

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|--|---|
| Investigator In Charge (IIC): | Hicks, Michael |
| Additional Participating Persons: | Joseph P Whittlely; 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.nts.gov/Docket?ProjectID=95315 |

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](#).