



National Transportation Safety Board Aviation Accident Final Report

Location:	AIKEN, SC	Accident Number:	ATL92LA149
Date & Time:	08/01/1992, 1450 EDT	Registration:	N5532B
Aircraft:	CESSNA 182A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

THE PILOT STATED THAT HE LANDED & ATTEMPTED TO RETRACT THE FLAPS. WHILE ATTENTIVE TO THE FLAP SWITCH, WHICH APPEARED TO BE STUCK, THE PILOT SAID, THE AIRPLANE BECAME AIRBORNE, AGAIN. IT WAS RE-LANDED, WHICH DAMAGED THE NOSE LANDING GEAR. THE AIRPLANE THEN PORPOISED, BOUNCED TWICE, & ON THE THIRD LANDING, HIT HARD. DIRECTIONAL CONTROL WAS LOST & THE AIRPLANE VEERED TO THE RIGHT INTO TREES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
THE PILOT'S DIVERTED ATTENTION WHICH RESULTED IN THE IMPROPER USE OF THE ELEVATOR AND INADVERTENT PORPOISE.

Findings

Occurrence #1: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. RAISING OF FLAPS - ATTEMPTED - PILOT IN COMMAND
2. (C) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
4. PORPOISE/PILOT-INDUCED OSCILLATION - INADVERTENT - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	27, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/25/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1375 hours (Total, all aircraft), 220 hours (Total, this make and model), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5532B
Model/Series:	182A 182A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	33532
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	06/18/1992, Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:	20 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5242 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	O-470-L1B
Registered Owner:	RODRIQUES, GEORGE C.	Rated Power:	230 hp
Operator:	RODRIQUES, GEORGE C.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AGS, 145 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1440 EDT	Direction from Accident Site:	240°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	32° C / 22° C
Precipitation and Obscuration:			
Departure Point:	(NONE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1435 EDT	Type of Airspace:	Class G

Airport Information

Airport:	SIZEMORE AIRPARK (NONE)	Runway Surface Type:	Grass/turf
Airport Elevation:	500 ft	Runway Surface Condition:	Dry
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	2500 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	PRESTON E HICKS	Report Date:	07/29/1993
Additional Participating Persons:	JIM MALLEK; COLUMBIA, SC		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).