



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	SPICEWOOD, TX	<b>Accident Number:</b>	FTW88DRG12
<b>Date &amp; Time:</b>	09/01/1988, 1635 CDT	<b>Registration:</b>	N3163E
<b>Aircraft:</b>	CESSNA 182R	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PLT SAID THE WINDSOCK INDICATED THE WIND WAS FROM THE NORTHEAST; HOWEVER, WITNESSES SAID THE WINDS WERE FROM THE SOUTH & THE ACFT LANDED DOWNWIND. THE PLT SAID HE WENT AROUND AFTER THE 1ST APCH, & ON THE NEXT PATTERN, HE MADE A LOWERFINAL APCH. HE SAID THAT SHORTLY AFTER CROSSING THE THRESHOLD, THE ACFT WAS SLAPPED FORCEFULLY TO THE GND, THEN IT LIFTED OFF AGAIN & HE CORRECTED FOR A STRONG X-WIND FROM THE RIGHT. RPRTDLY, THE AIRPLANE WENT LEFT, THEN RIGHT, & SUBSEQUENTLY, THE LEFT WING OF HIS ACFT SHEARED OFF THE EMPENNAGE OF A CESSNA 210 PARKED NEAR THE DEPARTURE END OF THE RWY. THE NOSEWHEEL OF THE MOVING ACFT (N3163E) CAME OFF, ITS NOSE STRUT DUG IN THE TERRAIN & THE ACFT NOSED OVER. WITNESSES SAID THE ACFT TOUCHED DOWN IN WHAT LOOKED TO BE THE LAST 1000 FT OF THE RWY. APRX 24 MI WEST AT AUSTIN, TX, THE WIND WAS RPRTD TO BE FROM 080 DEG AT 11 GUSTING 16 KTS WITH TOWERING CUMULUS CLOUDS MOVING WEST.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - CROSSWIND
3. (F) WEATHER CONDITION - GUSTS
4. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

7. (F) OBJECT - AIRCRAFT PARKED/STANDING

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<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>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/07/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1007 hours (Total, all aircraft), 934 hours (Total, this make and model), 814 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3163E
<b>Model/Series:</b>	182R 182R	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18268236
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	08/01/1988, Annual	<b>Certified Max Gross Wt.:</b>	3100 lbs
<b>Time Since Last Inspection:</b>	15 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	956 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-540
<b>Registered Owner:</b>	CHERNOSKY MD, MARVIN E	<b>Rated Power:</b>	235 hp
<b>Operator:</b>	CHERNOSKY, MARVIN E.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUS, 830 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	0150 CDT	Direction from Accident Site:	290°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	35° C / 20° C
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (HUB)	Type of Flight Plan Filed:	IFR
Destination:	(88R)	Type of Clearance:	
Departure Time:	1515 CDT	Type of Airspace:	Class G

## Airport Information

Airport:	AUSTIN AIR PARK (88R)	Runway Surface Type:	Asphalt
Airport Elevation:	830 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	3000 ft / 30 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GERALD L GARRISON	Report Date:	11/28/1989
Additional Participating Persons:			
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).