



National Transportation Safety Board Aviation Accident Data Summary

Location:	SPICEWOOD, TX	Accident Number:	FTW88DRG12
Date & Time:	09/01/1988, 1635 CDT	Registration:	N3163E
Aircraft:	CESSNA 182R	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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

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

Findings

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

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

Findings

7. (F) OBJECT - AIRCRAFT PARKED/STANDING

Occurrence #3: NOSE OVER
Phase of Operation: LANDING

Pilot Information

Certificate:	Private	Age:	62
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N3163E
Model/Series:	182R 182R	Engines:	1 Reciprocating
Operator:	CHERNOSKY, MARVIN E.	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AUS, 830 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 6000 ft agl	Wind Speed/Gusts, Direction:	11 knots / 16 knots, Variable
Temperature:	35°C	Visibility	15 Miles
Precipitation and Obscuration:			
Departure Point:	HOUSTON, TX (HUB)	Destination:	(88R)

Airport Information

Airport:	AUSTIN AIR PARK (88R)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	3000 ft / 30 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GERALD L GARRISON

Adopted Date: 11/28/1989

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/>.

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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.