



National Transportation Safety Board Aviation Accident Final Report

Location:	Boise, ID	Accident Number:	SEA01LA111
Date & Time:	06/01/2001, 1400 MDT	Registration:	N4602S
Aircraft:	Cessna TR182	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the landing roll on runway 28L with a 90 degree crosswind, the aircraft encountered a gust of wind. The aircraft veered to the side of the runway and the right wing contacted a runway edge light and the propeller contacted the ground. At the time of the accident, the airport was reporting winds from 180 degrees at nine knots, gusting to 16 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to adequately compensate for wind conditions. Wind gusts were a factor.

Findings

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

Findings

1. (F) WEATHER CONDITION - GUSTS
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - RUNWAY LIGHT

Factual Information

On June 1, 2001, approximately 1400 mountain daylight time, a Cessna TR182, N4602S, registered to Leeward Winery and operated by the private pilot as a 14 CFR Part 91 personal flight, collided with a runway light during the landing roll at Boise Air Terminal (Gowen Field), Boise, Idaho. Visual meteorological conditions prevailed at the time and a visual flight rules flight plan was filed. The aircraft was substantially damaged and the private pilot and his passenger were not injured. The flight departed from Concord, California, about 1115.

The pilot reported to a Federal Aviation Administration Inspector from the Boise Flight Standards District Office and in a subsequent written statement, that during the landing roll with a 90 degree crosswind on runway 28L, the aircraft encountered a gust of wind. The aircraft veered to the side of the runway and the right wing contacted a runway edge light, and the propeller contacted the ground. Maintenance personnel performing repairs on the aircraft reported that the former tip rib on the right wing was damaged, and approximately 12 to 16 inches of leading edge wing skin, requiring an additional seam, was spliced in.

At 1406, the Boise airport was reporting winds from 180 degrees at nine knots, gusting to 16 knots.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/11/2001
Occupational Pilot:		Last Flight Review or Equivalent:	01/01/2001
Flight Time:	763 hours (Total, all aircraft), 500 hours (Total, this make and model), 729 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4602S
Model/Series:	TR182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	R18201353
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	05/03/2001, Annual	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	5 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1875 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-L3C5D
Registered Owner:	Leeward Winery	Rated Power:	235 hp
Operator:	Leeward Winery	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BOI, 2868 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1406 MDT	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.64 inches Hg	Temperature/Dew Point:	36° C / 4° C
Precipitation and Obscuration:			
Departure Point:	Concord, CA (CCR)	Type of Flight Plan Filed:	VFR
Destination:	Boise, ID	Type of Clearance:	
Departure Time:	1115 PDT	Type of Airspace:	Class C

Airport Information

Airport:	Boise Air Terminal (BOI)	Runway Surface Type:	Asphalt
Airport Elevation:	2868 ft	Runway Surface Condition:	Dry
Runway Used:	28L	IFR Approach:	None
Runway Length/Width:	9763 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
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):	Debra J Eckrote	Report Date:	09/06/2001
Additional Participating Persons:	Lew Sanders; FAA-FSDO; Boise, ID		
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/ .		

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