



National Transportation Safety Board Aviation Accident Factual Report

Location:	RUTLAND, VT	Accident Number:	IAD02LA055
Date & Time:	06/01/2002, 1300 EDT	Registration:	N97996
Aircraft:	Cessna 182Q	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Personal

On June 1, 2002, at 1300 eastern daylight time, a Cessna 182Q, N97996, was substantially damaged during a landing at Rutland State Airport (RUT), Rutland, Vermont. The certificated private pilot was not injured. Visual meteorological conditions prevailed for the flight that originated at Burlington International Airport (BTV), Burlington, Vermont, at 1200. No flight plan was filed for the personal flight conducted under 14 CFR Part 91.

In a written statement, the pilot reported that she was originally headed for North Hampton, Massachusetts. While en route, she encountered moderate turbulence and haze, and elected to land at Rutland Airport. As she approached Rutland, she obtained wind information on three different occasions. Winds at the airport were reported as being from 270 to 280 degrees, about 20 knots.

The pilot elected to land on runway 01 instead of runway 31 because it was longer, and there were no trees on the end. She aborted the first landing attempt, because she was too high. On the second landing attempt, the pilot made a crosswind landing. Once on the ground, she began pumping the brakes, but couldn't stop the airplane from going off the end of the runway. The airplane traveled down a steep embankment and flipped over.

A Federal Aviation Administration (FAA) inspector interviewed the pilot over the telephone. According to the inspector, the pilot said that she floated down the runway, and had difficulty getting the airplane on the ground. Once on the ground, she did not have enough distance to abort the landing safely.

An FAA inspector performed an examination of the airplane on June 3, 2002. According to the inspector, the airplane sustained damage to both wings, the firewall was wrinkled, both wing struts were bent, and both propeller blades were damaged.

The pilot reported a total of 165 flight hours, of which, 47 hours were in make and model. The pilot also reported that there were no mechanical deficiencies.

Runway 01 was a 5,000-foot-long by 100-foot-wide asphalt runway.

Weather at Rutland Airport, at 1315, included winds from 260 degrees at 10 knots gusting to 23 knots, visibility 10 statute miles, and scattered clouds at 8,000 feet.

Pilot Information

Certificate:	Private	Age:	42, 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:	12/15/1999
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	165 hours (Total, all aircraft), 47 hours (Total, this make and model), 86 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N97996
Model/Series:	182Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	182-67274
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-470
Registered Owner:	CHARLIE AND MARY JANE SHELLEY	Rated Power:	230 hp
Operator:	CHARLIE AND MARY JANE SHELLEY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	RUT, 787 ft msl	Distance from Accident Site:	
Observation Time:	1315 EDT	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.48 inches Hg	Temperature/Dew Point:	24° C / 8° C
Precipitation and Obscuration:			
Departure Point:	BURLINGTON, VT (BVT)	Type of Flight Plan Filed:	None
Destination:	RUTLAND, VT (RUT)	Type of Clearance:	None
Departure Time:	1200 EDT	Type of Airspace:	Class E

Airport Information

Airport:	RUTLAND STATE AIRPORT (RUT)	Runway Surface Type:	Asphalt
Airport Elevation:	787 ft	Runway Surface Condition:	Dry
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	5000 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.529722, -72.949444

Administrative Information

Investigator In Charge (IIC):	LEAH YEAGER
Additional Participating Persons:	DAVE MARSH; FAA/FSDO; PORTLAND, ME
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/ .