



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	RUTLAND, VT	<b>Accident Number:</b>	IAD02LA055
<b>Date &amp; Time:</b>	06/01/2002, 1300 EDT	<b>Registration:</b>	N97996
<b>Aircraft:</b>	Cessna 182Q	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The winds were reported as being from the west, about 20 knots. The pilot elected to land on runway 01 instead of runway 31 because it was longer. She aborted the first landing attempt because she was too high. On the second landing attempt, the airplane floated down the runway, and the pilot had difficulty getting it on the ground. Once on the ground, she did not have sufficient runway remaining to abort the landing successfully. She pumped the brakes as hard as she could, but could not stop the airplane from going off the end of the 5,000-foot-long, 100-foot-wide asphalt runway. The airplane traveled down a steep embankment, and flipped over.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain the proper touchdown point. A factor was the crosswind

## Findings

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Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - CROSSWIND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

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Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

## Factual Information

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

<b>Certificate:</b>	Private	<b>Age:</b>	42, 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>	None	<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--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	12/15/1999
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N97996
<b>Model/Series:</b>	182Q	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	182-67274
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	2950 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-470
<b>Registered Owner:</b>	CHARLIE AND MARY JANE SHELLEY	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	CHARLIE AND MARY JANE SHELLEY	<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:	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	Report Date:	05/13/2003
Additional Participating Persons:	DAVE MARSH; FAA/FSDO; PORTLAND, ME		
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](#).