



# National Transportation Safety Board Aviation Accident Data Summary

---

<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>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

---

## 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

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

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

### Findings

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

-----

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

3. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

-----

Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<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>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CHARLIE AND MARY JANE SHELLEY	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RUT, 787 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 23 knots, 260°
<b>Temperature:</b>	24°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BURLINGTON, VT (BVT)	<b>Destination:</b>	RUTLAND, VT (RUT)

## Airport Information

<b>Airport:</b>	RUTLAND STATE AIRPORT (RUT)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	01	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	5000 ft / 100 ft		

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): LEAH YEAGER

Adopted Date: 05/13/2003

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.