



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Hackettstown, NJ	<b>Accident Number:</b>	NYC07CA054
<b>Date &amp; Time:</b>	01/04/2007, 1645 EDT	<b>Registration:</b>	N695X
<b>Aircraft:</b>	Cessna R182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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The pilot stated that he and a friend were conducting a ferry flight in their Cessna R182. The pilot performed a preflight inspection of the airplane, started the engine, and back-taxed on runway 5, a 2,200-foot long, 50-foot wide, asphalt runway. He then performed a run-up, and initiated a takeoff roll on runway 5. About "three quarters down the runway," the pilot attempted to rotate the airplane, but it did not respond well. The pilot then noted that the airspeed indicator was indicating less than the 65-knot speed needed to continue with rotation. At that time, the pilot aborted the takeoff; however, the airplane overran the runway, struck a rock, and came to rest in a field. During the overrun, the airplane sustained substantial damage to the empennage and right wing. The pilot and a nearby weather station reported the winds as calm at the time of the accident. The pilot also reported that there were no mechanical malfunctions or failures with the airplane.

## Pilot Information

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<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3	<b>Last FAA Medical Exam:</b>	09/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	704 hours (Total, all aircraft), 209 hours (Total, this make and model), 651 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N695X
Model/Series:	R182	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	R18201592
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	02/01/2005, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-540
Registered Owner:	Upward Mobility Flying Club Inc.	Rated Power:	235 hp
Operator:	Michael J. Waluk	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SMQ, 10 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1653 EST	Direction from Accident Site:	150°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	11°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hackettstown, NJ (N05)	Type of Flight Plan Filed:	None
Destination:	Manville, NJ (47N)	Type of Clearance:	None
Departure Time:	1645 EDT	Type of Airspace:	

## Airport Information

Airport:	Hackettstown Airport (N05)	Runway Surface Type:	Asphalt
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	5	IFR Approach:	None
Runway Length/Width:	2200 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.820000, -74.855278

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Robert J Gretz
<b>Additional Participating Persons:</b>	
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	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:pubinquiry@ntsb.gov">pubinquiry@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> .