



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Parkersburg, WV	<b>Accident Number:</b>	ERA10CA253
<b>Date &amp; Time:</b>	05/01/2010, 1130 EDT	<b>Registration:</b>	N935FA
<b>Aircraft:</b>	CESSNA 182T	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

According to the pilot, while landing following a cross-country flight the airplane touched down and began to bounce. The pilot attempted to recover, but the airplane bounced twice and, when the pilot felt that the airplane was about to stall, he initiated a missed approach. The pilot then flew the traffic pattern and landed again uneventfully. The pilot stated that, while taxiing to the parking ramp, he could not steer the airplane and that the ground guide observed that the nose landing gear tire was flat. An inspection of the airplane performed by a Federal Aviation Administration inspector revealed substantial damage to the lower firewall. The pilot reported that there were no mechanical problems with the airplane. A weather observation taken about the time of the accident recorded the wind as from 260 degrees at 12 knots, gusting to 16 knots.

## Flight Events

Landing-flare/touchdown - Hard landing

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's loss of aircraft control while landing with a gusting wind.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Environmental issues-Conditions/weather/phenomena-Wind-Gusts-Effect on operation

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	54
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	267 hours (Total, all aircraft), 8 hours (Total, this make and model), 190 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N935FA
<b>Model/Series:</b>	182T	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CAYLIN LLC	<b>Engine Manufacturer:</b>	LYCOMING
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	IO-540-AB1A5
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	KPKB, 858 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 12000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	12 knots/ 16 knots, 260°
<b>Temperature:</b>	24° C / 12° C	<b>Visibility</b>	7 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Frederick, MD (KFDK)	<b>Destination:</b>	Parkersburg, WV (PKB)

## Airport Information

<b>Airport:</b>	Mid-Ohio Valley Regional Airpo (PBK)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	21	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6781 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Ralph L Wilson	<b>Adopted Date:</b>	04/12/2011
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75928">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75928</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.