



National Transportation Safety Board Aviation Accident Final Report

Location:	Eastsound, WA	Accident Number:	WPR11CA118
Date & Time:	02/01/2011, 1055 PST	Registration:	N2718R
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:	Ground handling event	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot pulled the airplane out of the unheated hangar on a chilly morning and used the propeller to rotate the engine several times. He set the parking brake, and started the airplane with the starter, but then the engine stopped. The battery did not have sufficient charge to start the engine, so he decided to hand-prop the engine. He primed it, left the parking brake on, set the throttle to idle, turned the master switch and magneto switches on, and spun the propeller. The engine started but did not remain running. He started it again by hand propping. He advanced the throttle to keep it running, but again it did not remain running. He applied carburetor heat, but did not reduce the throttle setting. He hand-propped the engine once again and it went to a high rpm setting, and then the airplane began moving forward. The pilot reached in to try to retard the throttle, but was unsuccessful. He fell and hit his face on the landing gear footstep, which fractured his right cheekbone and caused deep lacerations above his right eye. The airplane continued to move until it collided with a hangar, with both wings sustaining substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to properly secure the airplane prior to rotating the propeller by hand, resulting in inadvertent movement of the airplane and collision with a building.

Findings

Aircraft

Personnel issues	Aircraft control - Pilot (Cause)
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Factual Information

History of Flight

Standing-engine(s) start-up	Ground handling event (Defining event) Loss of control on ground
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Pilot Information

Certificate:	Commercial	Age:	72, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	12/21/2010
Occupational Pilot:	No	Last Flight Review or Equivalent:	10/21/2010
Flight Time:	2738 hours (Total, all aircraft), 866 hours (Total, this make and model), 2555 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N2718R
Model/Series:	182 K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18258218
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	02/02/2010, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	75 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5142 Hours	Engine Manufacturer:	Teledyne Continental Motors
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	Blinn Family Trust	Rated Power:	230 hp
Operator:	Blinn Family Trust	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KORS, 31 ft msl	Observation Time:	1110 PST
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	2° C / -4° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	3 knots, 40°	Visibility (RVR):	
Altimeter Setting:	30.61 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eastsound, WA (ORS)	Type of Flight Plan Filed:	None
Destination:	Eastsound, WA (ORS)	Type of Clearance:	None
Departure Time:	1055 PST	Type of Airspace:	

Airport Information

Airport:	Orcas Island (ORS)	Runway Surface Type:	Asphalt
Airport Elevation:	31 ft	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2900 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious		

Administrative Information

Investigator In Charge (IIC):	Howard D Plagens	Adopted Date:	06/08/2011
Additional Participating Persons:	Judy Collins; FAA FSDO; Seattle, WA		
Publish Date:	06/08/2011		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78258		

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