



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Waycross, GA	<b>Accident Number:</b>	ERA15CA152
<b>Date &amp; Time:</b>	03/10/2015, 1500 EDT	<b>Registration:</b>	N42667
<b>Aircraft:</b>	CESSNA 182L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot, the runway he intended to depart from was parallel to the taxiway and parking ramp. He assumed that after making two right turns he would be on the runway. He reported that he did not have any airport diagrams to navigate with, while operating on the airport movement area. Following his second right turn he noticed a runway sign, announced his intention to depart over the common traffic advisory frequency, taxied onto what he assumed was the runway, observed "faded yellow chevrons," and added power for takeoff. During the takeoff roll the pilot observed crossing the runway he assumed he was on, and the paved surface he was on was ending. He retarded the throttle and applied brakes. The airplane exited the paved surface and nosed over, coming to rest inverted; which resulted in substantial damage to the fuselage, left wing, and vertical stabilizer. The pilot reported no mechanical abnormalities or malfunctions that would have precluded normal operation. The airport diagram, and the pilot's own drawing of the accident event, revealed the need to make three right turns prior to being on the runway. According to a Federal Aviation Administration inspector, that traveled to the accident location, the runway was "clearly identifiable" and the markings were visible.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's failure to use any airport guidance while taxiing, which resulted in geographic disorientation and a takeoff attempt from an inadequate length and unsuitable surface.

## Findings

<b>Personnel issues</b>	Identification/recognition - Pilot (Cause) Knowledge of geographic area - Pilot (Cause) Situational awareness - Pilot (Cause) Geographic disorient (lost) - Pilot (Cause)
<b>Environmental issues</b>	Runway/landing area length - Awareness of condition (Cause)

## Factual Information

### History of Flight

Taxi-to runway	Miscellaneous/other
Takeoff	Nose over/nose down (Defining event)

### Pilot Information

Certificate:	Private	Age:	63
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap Only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	06/01/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	02/24/2013
Flight Time:	(Estimated) 690 hours (Total, all aircraft), 600 hours (Total, this make and model), 555 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N42667
Model/Series:	182L	Aircraft Category:	Airplane
Year of Manufacture:	1968	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18259129
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	05/21/2014, Annual	Certified Max Gross Wt.:	2348 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2702.39 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470-R25
Registered Owner:	On file	Rated Power:	230 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AYS, 142 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1455 EDT	Direction from Accident Site:	292°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 7500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 14 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	31°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WAYCROSS, GA (AYS)	Type of Flight Plan Filed:	IFR
Destination:	LA BELLE, FL (X14)	Type of Clearance:	IFR
Departure Time:	1500 EST	Type of Airspace:	Class G

## Airport Information

Airport:	WAYCROSS-WARE COUNTY (AYS)	Runway Surface Type:	Asphalt
Airport Elevation:	141 ft	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5992 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	31.248333, -82.395278 (est)

## Administrative Information

Investigator In Charge (IIC):	Shawn Etcher	Report Date:	08/11/2015
Additional Participating Persons:	Micahel A Pupek; FAA/FSDO; Atlanta, GA		
Publish Date:	06/01/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90853">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=90853</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](#).