



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Williamsburg, VA	<b>Accident Number:</b>	GAA16CA235
<b>Date &amp; Time:</b>	05/14/2016, 1526 EDT	<b>Registration:</b>	N58625
<b>Aircraft:</b>	CESSNA 182P	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

According to the pilot, shortly after he climbed above the tree tops during the takeoff initial climb, he determined that he was uncomfortable flying in the gusting wind conditions. He reported that he completed one traffic pattern and made an approach to runway 31. He recalled that during the landing flare, the airplane encountered a wind gust and was blown to the right, and off of the runway. The pilot reported that the airplane touched down in the safety area on the right side of the runway and the airplane impacted a drainage culvert where it came to rest. The airplane sustained substantial damage to the firewall and the right wing spar.

The pilot reported that there were not any pre-accident mechanical failures or anomalies with the airplane that would have precluded normal operation prior to the accident.

The meteorological aerodrome report at the accident airport reported: KJGG 141915Z AUTO 28013G18KT 220V300 10SM CLR 28/12 A2972 RMK AO1

## Probable Cause and Findings

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

The pilot's failure to maintain directional control during the landing in variable direction and gusting wind conditions, resulting in a landing off the side of the runway and impact with a drainage culvert.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause)
<b>Environmental issues</b>	Gusts - Effect on equipment (Cause)

## Factual Information

### History of Flight

Landing-flare/touchdown	Loss of control in flight (Defining event) Aerodynamic stall/spin
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### Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	12/17/2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	01/18/2016
Flight Time:	(Estimated) 206 hours (Total, all aircraft), 50 hours (Total, this make and model), 131 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N58625
Model/Series:	182P NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18262183
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/11/2015, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4362.1 Hours as of last inspection	Engine Manufacturer:	TCM
ELT:	Installed, not activated	Engine Model/Series:	0-470-R-25A
Registered Owner:	On file	Rated Power:	200 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:	KJGG, 49 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1915 UTC	Direction from Accident Site:	152°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	13 knots / 18 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.72 inches Hg	Temperature/Dew Point:	28° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Williamsburg, VA (JGG)	Type of Flight Plan Filed:	
Destination:	QUINTON, VA (W96)	Type of Clearance:	None
Departure Time:	1515 EDT	Type of Airspace:	Class G

## Airport Information

Airport:	WILLIAMSBURG-JAMESTOWN (JGG)	Runway Surface Type:	Asphalt
Airport Elevation:	49 ft	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	3204 ft / 60 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	37.239167, -76.716111 (est)

## Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	09/12/2016
Additional Participating Persons:	Nikolas B Kubli; FAA; Richmond, VA		
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=93182">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93182</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](#).