



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Elba, AL	<b>Accident Number:</b>	ERA19LA031
<b>Date &amp; Time:</b>	10/28/2018, 1500 CDT	<b>Registration:</b>	N20BK
<b>Aircraft:</b>	Cessna 182	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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On October 28, 2018, about 1500 central daylight time, a Cessna 182Q, N20BK, sustained substantial damage after a runway overrun and collision with terrain following a rejected takeoff at the Carl Folsom Airport (14J), Elba, Alabama. The flight instructor, the commercial pilot receiving instruction, and a passenger were not injured. The airplane was privately owned and operated under the provisions of Title 14 *Code of Federal Regulations* Part 91 as an instructional flight. Visual meteorological conditions prevailed, and no flight plan was filed for the local flight.

According to the flight instructor, all three occupants boarded the airplane for departure after his completion of the preflight inspection. He taxied to the active runway, before performing an engine run-up and before-takeoff checks, with no anomalies noted. He initiated the takeoff roll and all engine indications looked normal, with the engine indicating 2350 rpm. When the airplane neared midpoint of the 3,050-ft runway, he noticed the airspeed indicated 50 knots and was not increasing. He immediately decreased the throttle to idle, aborted the takeoff, and applied the brakes. The airplane overran the runway and collided with a berm about 1,000 ft past the runway end.

At 1644, the weather recorded at the Lowe Army Heliport (LOR), Fort Rucker, Alabama, 17 nautical miles east of 14J, included clear skies and wind from 230° at 9 knots. The temperature was 26°C, and the dew point was 11°C. The altimeter setting was 30.05 inches of mercury.

Initial examination of the airplane by a Federal Aviation Administration inspector revealed the nose landing gear broke away from the strut and the firewall was buckled. The airspeed indicator and handheld GPS unit was retained for further examination.

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N20BK
<b>Model/Series:</b>	182 Q	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KLOR, 360 ft msl	<b>Observation Time:</b>	2044 UTC
<b>Distance from Accident Site:</b>	18 Nautical Miles	<b>Temperature/Dew Point:</b>	26° C / 11° C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	9 knots / , 230°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	8 Miles
<b>Altimeter Setting:</b>	30.05 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Elba, AL (14J)	<b>Destination:</b>	Jackson, TN (MKL)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 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>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	31.410833, -86.090000 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eric Alleyne
<b>Additional Participating Persons:</b>	Nina A McBride; FAA/FSDO; Vestavia, AL
<b>Note:</b>	The NTSB did not travel to the scene of this accident.