



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | Mitchellville, MD | Accident Number: | NYC04CA175 |
| Date & Time: | 07/21/2004, 2215 EDT | Registration: | N9476X |
| Aircraft: | Cessna 182R | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 None |

Flight Conducted Under: Part 91: General Aviation - Instructional

Analysis

During an instructional flight with a certificated flight instructor for a night checkout, the private pilot flared "a little high," and the airplane stalled about 20 feet above the runway. The airplane touched down hard on the runway, and came to rest upright.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The private pilot's inadequate flare, and the CFI's delayed remedial action, which resulted in an inadvertent stall/mush and hard landing. A factor related to the accident was the night conditions.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) LIGHT CONDITION - NIGHT
 2. (C) FLARE - IMPROPER - PILOT IN COMMAND
 3. (C) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 4. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND(CFI)
 5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
6. TERRAIN CONDITION - RUNWAY

Factual Information

Flight Instructor Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Flight Instructor; Commercial | Age: | 43, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land | Seat Occupied: | Right |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | Airplane | Second Pilot Present: | Yes |
| Instructor Rating(s): | Airplane Multi-engine; Airplane Single-engine; Instrument Airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 07/07/2003 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 10/03/2003 |
| Flight Time: | 844 hours (Total, all aircraft), 75 hours (Total, this make and model) | | |

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Private | Age: | 27, Female |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | Yes |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 06/11/2003 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | 12/21/2003 |
| Flight Time: | 147 hours (Total, all aircraft), 10 hours (Total, this make and model) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|--------------------------------|--------------------------------|-----------------|
| Aircraft Make: | Cessna | Registration: | N9476X |
| Model/Series: | 182R | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 18268536 |
| Landing Gear Type: | Tricycle | Seats: | 4 |
| Date/Type of Last Inspection: | 03/07/2004, Annual | Certified Max Gross Wt.: | 3100 lbs |
| Time Since Last Inspection: | 80 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 3696 Hours at time of accident | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | O-470 |
| Registered Owner: | Civil Air Patrol | Rated Power: | 230 hp |
| Operator: | Civil Air Patrol | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|-------------------------|--------------------------------------|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Night |
| Observation Facility, Elevation: | ADW | Distance from Accident Site: | |
| Observation Time: | 2155 EDT | Direction from Accident Site: | |
| Lowest Cloud Condition: | Few / 12000 ft agl | Visibility | 7 Miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | Variable | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.97 inches Hg | Temperature/Dew Point: | 24° C / 19° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | Fort Meade, MD (FME) | Type of Flight Plan Filed: | VFR |
| Destination: | Mitchellville, MD (W00) | Type of Clearance: | Traffic Advisory |
| Departure Time: | 2130 EDT | Type of Airspace: | Class G |

Airport Information

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|----------------------|-----------------------|---------------------------|----------------------------|
| Airport: | Freeway Airport (W00) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 168 ft | Runway Surface Condition: | Dry |
| Runway Used: | 18 | IFR Approach: | None |
| Runway Length/Width: | 2400 ft / 30 ft | VFR Approach/Landing: | Full Stop; Traffic Pattern |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-----------------------|
| Crew Injuries: | 2 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 38.946667, -76.776111 |

Administrative Information

Investigator In Charge (IIC): Stephen M Demko **Report Date:** 10/28/2004

Additional Participating Persons: Anthony Serio; FAA FSDO Baltimore; Glen Burnie, MD

Publish Date:

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).