



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Fallbrook, CA	<b>Accident Number:</b>	GAA16CA449
<b>Date &amp; Time:</b>	08/24/2016, 1425 PDT	<b>Registration:</b>	N4810N
<b>Aircraft:</b>	CESSNA 182	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The flight instructor reported that during a Civil Air Patrol evaluation flight, he decided to demonstrate a power off landing to the pilot being evaluated. The flight instructor further reported that the airplane touched down within the first 400 feet of the 2,160-foot runway and reported that the brakes were ineffective during the landing roll. The pilot witness who observed the landing from the left seat reported that he observed heavy braking, some swerving, a loss of control, and the airplane exited the left side of the runway near the departure end of the runway. During the runway excursion, the airplane nosed over and sustained substantial damage to the fuselage, empennage, and the right wing lift strut.

In a Civil Air Patrol online system, the pilot witness reported that over the runway threshold the airspeed was 84 knots, the altitude was 20 feet, and the airplane touchdown zone was 1/2 to 2/3 down the runway, with 1000 feet of runway remaining.

The local flight school provided video surveillance of the landing. The video showed the airplane still airborne while in the camera frame, which was about 700 feet past the runway threshold. The airplane subsequently moved out of camera view and was still airborne. The video did not show the airplane touch down on the runway.

In a post-accident examination four days after the accident by the Federal Aviation Administration (FAA), both brakes were found to be functional.

In a post-accident inspection almost two weeks after the accident by the repair mechanic, it was revealed that the left brake was working, but the right brake was "full of air." The mechanic reported that when the airplane was upside down air can enter into the hydraulic system, so "all bets are off". The mechanic further reported that there were no flat or bald spots on the tires.

## Flight Events

Landing - Landing area overshoot  
Landing-landing roll - Runway excursion

## Probable Cause

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

The flight instructor's failure to go-around and the subsequent long landing and his failure to maintain directional control, which resulted in a runway excursion.

## Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Directional control-Not attained/maintained - C

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Surface speed/braking-Capability exceeded

Personnel issues-Task performance-Use of equip/info-Aircraft control-Instructor/check pilot - C

Personnel issues-Action/decision-Action-Lack of action-Instructor/check pilot - C

## Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	79
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	(Estimated) 7400 hours (Total, all aircraft), 1200 hours (Total, this make and model), 6900 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft)		

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	77
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4810N
<b>Model/Series:</b>	182 Q	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CIVIL AIR PATROL INC.	<b>Engine Manufacturer:</b>	CONT MOTOR
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470-U-17
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KNFG, 78 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 240°
Temperature:	23° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fallbrook, CA (L18)	Destination:	Fallbrook, CA (L18)

## Airport Information

Airport:	FALLBROOK COMMUNITY AIRPARK (L18)	Runway Surface Type:	Asphalt
Runway Used:	18	Runway Surface Condition:	Dry
Runway Length/Width:	2160 ft / 60 ft		

## Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	33.354444, -117.250556 (est)		

## Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Adopted Date:	01/18/2017
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=93892">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=93892</a>		

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