



Aviation Investigation Final Report

Location:	Silver Springs, Nevada	Accident Number:	GAA17CA533
Date & Time:	September 12, 2017, 10:15 Local	Registration:	N946CA
Aircraft:	Cessna T182T	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that the purpose of the flight was to provide a proficiency checkout for the pilot, which is an organizational requirement before pilots are authorized to fly their airplanes.

After completing area work, they returned to the airport. The pilot landed the airplane and taxied back to the departure end of the runway. The flight instructor then assumed control of the airplane to demonstrate a rejected takeoff after a simulated engine failure. About 50 to 100 ft above the ground, he retarded the throttle, lowered the flaps to 40°, and lowered the nose. An excessive sink rate developed, and the airplane touched down slightly nose up, bounced, then rolled to a stop.

Postaccident examination revealed substantial damage to the fuselage.

The flight instructor reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The flight instructor's failure to maintain a proper descent rate during a simulated engine failure, which resulted in a bounced landing.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Aircraft	Descent rate - Not attained/maintained

Factual Information

History of Flight

Takeoff-rejected takeoff	Miscellaneous/other
Landing	Abnormal runway contact (Defining event)

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	70,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 9, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 17, 2017
Flight Time:	(Estimated) 4359 hours (Total, all aircraft), 2010 hours (Total, this make and model), 4359 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Pilot Information

Certificate:	Private	Age:	42,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:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 25, 2015
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 29, 2017
Flight Time:	(Estimated) 173 hours (Total, all aircraft), 21 hours (Total, this make and model), 102 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N946CA
Model/Series:	T182T T	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	T18208891
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	June 6, 2017 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1553.8 Hrs as of last inspection	Engine Manufacturer:	Textron Lycoming
ELT:	C126 installed	Engine Model/Series:	TIO-540-AK1A
Registered Owner:		Rated Power:	235 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KNFL, 3934 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	88°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 11000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	22°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	RENO, NV (RNO)	Type of Flight Plan Filed:	Company VFR
Destination:	Silver Springs, NV (SPZ)	Type of Clearance:	VFR
Departure Time:	09:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	SILVER SPRINGS SPZ	Runway Surface Type:	Asphalt
Airport Elevation:	4265 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	6001 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.406387,-119.240837(est)

Administrative Information

Investigator In Charge (IIC):	Vanover, Jackie
Additional Participating Persons:	Frank J Vavra; FAA; Reno, NV
Original Publish Date:	April 23, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=95997

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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](#).