



# Aviation Investigation Final Report

<b>Location:</b>	Ben Wheeler, Texas	<b>Accident Number:</b>	CEN24LA142
<b>Date &amp; Time:</b>	March 30, 2024, 13:10 Local	<b>Registration:</b>	N3322U
<b>Aircraft:</b>	Cessna 182F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he was performing a practice soft field landing on a grass runway. During the landing flare, the wind increased, the airplane drifted to the left, and the indicated airspeed decreased by 10 mph. The pilot attempted to correct for the deviation when the airplane developed an excessive sink rate and landed hard on the sand adjacent to the left edge of the runway. The nose landing gear and propeller dug into the sand, the airplane nosed over and came to rest inverted. The airplane sustained substantial damage to both wings, the left aileron, the rudder, the vertical stabilizer, and the right wing strut. Wind at the time of the accident was 210° at 11 knots gusting to 17 knots.

The pilot stated that there were no preimpact mechanical malfunctions or failures that would have precluded normal operations.

## 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 control while landing in a gusting wind.

## Findings

<b>Aircraft</b>	Crosswind correction - Not attained/maintained
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Effect on operation

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Other weather encounter
<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event)
<b>Landing-flare/touchdown</b>	Abnormal runway contact
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	75, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 29, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	November 24, 2023
<b>Flight Time:</b>	(Estimated) 12718 hours (Total, all aircraft), 3505 hours (Total, this make and model), 8631 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3322U
<b>Model/Series:</b>	182F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1963	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18254722
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	July 9, 2023 Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5317.1 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91 installed	<b>Engine Model/Series:</b>	O-470-R-81-B
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KTYR, 544 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	13:00 Local	<b>Direction from Accident Site:</b>	105°
<b>Lowest Cloud Condition:</b>	Scattered / 3300 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 17 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	210°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Unknown
<b>Altimeter Setting:</b>	29.99 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Ben Wheeler, TX (TA37)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Ben Wheeler, TX (TA37)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:40 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Vaca Moo Airport TA37	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	590 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2480 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.428211,-95.711126(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Maxon, Cory
<b>Additional Participating Persons:</b>	Thomas Good; Federal Aviation Administration ; TX
<b>Original Publish Date:</b>	June 28, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=194010">https://data.ntsb.gov/Docket?ProjectID=194010</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).