



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Idaho Falls, Idaho                   | <b>Accident Number:</b> | WPR23LA237  |
| <b>Date &amp; Time:</b>        | June 21, 2023, 17:00 Local           | <b>Registration:</b>    | N3531Y      |
| <b>Aircraft:</b>               | Cessna 182F                          | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 5 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

According to the pilot, the airplane was stable during approach when a wind gust caused the airplane to veer left when over the runway. The airplane subsequently flew over the grass area beside the runway and contacted a runway sign, which damaged the right strut and detached its wheel. The pilot aborted the landing, diverted to another airport with a longer runway, and successfully landed the airplane. The airplane sustained substantial damage to the fuselage structure. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 pilot's failure to maintain directional control while landing with a gusting crosswind.

## Findings

|                             |   |
|-----------------------------|---|
| <b>Environmental issues</b> | Gusts - Effect on equipment                   |
| <b>Personnel issues</b>     | Incorrect action performance - Pilot          |
| <b>Aircraft</b>             | Directional control - Not attained/maintained |



## Factual Information

### History of Flight

|         |  |
|---------|--|
| Landing | Other weather encounter                    |
| Landing | Collision during takeoff/land              |
| Landing | Loss of control on ground (Defining event) |

### Pilot Information

|                           |   |                        |               |
|---------------------------|---|------------------------|---------------|
| Certificate:              | Private   | Age:                   | 36,Male       |
| Airplane Rating(s):       | Single-engine land  | Seat Occupied:         | Right         |
| Other Aircraft Rating(s): | None  | Restraint Used:        | 3-point       |
| Instrument Rating(s):     | None  | Second Pilot Present:  |               |
| Instructor Rating(s):     | None  | Toxicology Performed:  |               |
| Medical Certification:    | Class 3 Without waivers/limitations   | Last FAA Medical Exam: | July 23, 2020 |
| Occupational Pilot:       | Last Flight Review or Equivalent:   |                        |               |
| Flight Time:              | 248 hours (Total, all aircraft), 0 hours (Total, this make and model), 202 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                        |               |

### Pilot Information

|                           |  |                                   |               |
|---------------------------|--|-----------------------------------|---------------|
| Certificate:              | Student  | Age:                              | 35            |
| Airplane Rating(s):       | None   | Seat Occupied:                    | Left          |
| Other Aircraft Rating(s): | None   | Restraint Used:                   | 3-point       |
| Instrument Rating(s):     | None   | Second Pilot Present:             |               |
| Instructor Rating(s):     | None   | Toxicology Performed:             |               |
| Medical Certification:    | Class 2 Without<br>waivers/limitations   | Last FAA Medical Exam:            | June 27, 2022 |
| Occupational Pilot:       | No   | Last Flight Review or Equivalent: |               |
| Flight Time:              | 42 hours (Total, all aircraft), 40 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 42 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                                   |               |

## Passenger Information

|                           |                                   |
|---------------------------|-----------------------------------|
| Certificate:              | Age:                              |
| Airplane Rating(s):       | Seat Occupied: Left               |
| Other Aircraft Rating(s): | Restraint Used: Lap only          |
| Instrument Rating(s):     | Second Pilot Present:             |
| Instructor Rating(s):     | Toxicology Performed:             |
| Medical Certification:    | Last FAA Medical Exam:            |
| Occupational Pilot: No    | Last Flight Review or Equivalent: |
| Flight Time:              |                                   |

## Passenger Information

|                           |                                   |
|---------------------------|-----------------------------------|
| Certificate:              | Age:                              |
| Airplane Rating(s):       | Seat Occupied: Center             |
| Other Aircraft Rating(s): | Restraint Used: Lap only          |
| Instrument Rating(s):     | Second Pilot Present:             |
| Instructor Rating(s):     | Toxicology Performed:             |
| Medical Certification:    | Last FAA Medical Exam:            |
| Occupational Pilot:       | Last Flight Review or Equivalent: |
| Flight Time:              |                                   |

## Passenger Information

|                           |                                   |
|---------------------------|-----------------------------------|
| Certificate:              | Age:                              |
| Airplane Rating(s):       | Seat Occupied: Right              |
| Other Aircraft Rating(s): | Restraint Used: Lap only          |
| Instrument Rating(s):     | Second Pilot Present:             |
| Instructor Rating(s):     | Toxicology Performed:             |
| Medical Certification:    | Last FAA Medical Exam:            |
| Occupational Pilot:       | Last Flight Review or Equivalent: |
| Flight Time:              |                                   |

## Aircraft and Owner/Operator Information

|                                      |                  |                                       |                 |
|--------------------------------------|------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna           | <b>Registration:</b>                  | N3531Y          |
| <b>Model/Series:</b>                 | 182F             | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1962             | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal           | <b>Serial Number:</b>                 | 18254431        |
| <b>Landing Gear Type:</b>            |                  | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> |                  | <b>Certified Max Gross Wt.:</b>       |                 |
| <b>Time Since Last Inspection:</b>   |                  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |                  | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          |                  | <b>Engine Model/Series:</b>           | O-470-R         |
| <b>Registered Owner:</b>             | CJ3 AVIATION LLC | <b>Rated Power:</b>                   | 230 Horsepower  |
| <b>Operator:</b>                     | CJ3 AVIATION LLC | <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> | KIDA,4733 ft msl                 | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 17:53 Local                      | <b>Direction from Accident Site:</b>        | 50°              |
| <b>Lowest Cloud Condition:</b>          | Scattered / 9000 ft AGL          | <b>Visibility</b>                           | 10 miles         |
| <b>Lowest Ceiling:</b>                  |                                  | <b>Visibility (RVR):</b>                    |                  |
| <b>Wind Speed/Gusts:</b>                | 15 knots / 26 knots              | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 220°                             | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 30.15 inches Hg                  | <b>Temperature/Dew Point:</b>               | 19°C / -3°C      |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Rigby, ID (U56)                  | <b>Type of Flight Plan Filed:</b>           |                  |
| <b>Destination:</b>                     | Afton, WY (KAF0)                 | <b>Type of Clearance:</b>                   | VFR,None         |
| <b>Departure Time:</b>                  | 16:15 Local                      | <b>Type of Airspace:</b>                    | Class E          |

## Airport Information

|                             |                                  |                                  |                       |
|-----------------------------|----------------------------------|----------------------------------|-----------------------|
| <b>Airport:</b>             | Idaho Falls Regional Airport IDA | <b>Runway Surface Type:</b>      | Asphalt               |
| <b>Airport Elevation:</b>   | 4845 ft msl                      | <b>Runway Surface Condition:</b> | Dry                   |
| <b>Runway Used:</b>         | 16                               | <b>IFR Approach:</b>             | None                  |
| <b>Runway Length/Width:</b> | 7025 ft / 75 ft                  | <b>VFR Approach/Landing:</b>     | Precautionary landing |

## Wreckage and Impact Information

|                            |        |                             |                      |
|----------------------------|--------|-----------------------------|----------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial          |
| <b>Passenger Injuries:</b> | 4 None | <b>Aircraft Fire:</b>       | None                 |
| <b>Ground Injuries:</b>    |        | <b>Aircraft Explosion:</b>  | None                 |
| <b>Total Injuries:</b>     | 5 None | <b>Latitude, Longitude:</b> | 43.513673,-112.07082 |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Basti, Paymaun  |
| <b>Additional Participating Persons:</b> | Kerry Shumway; FAA FSDO ; Salt Lake City, UT  |
| <b>Original Publish Date:</b>            | December 7, 2023  |
| <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.nts.gov/Docket?ProjectID=192444">https://data.nts.gov/Docket?ProjectID=192444</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.

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