Aviation Investigation Final Report

Location:	Batesville, Mississippi	**Accident Number:**	CEN23LA168
Date & Time:	May 1, 2023, 13:45 Local	**Registration:**	N8713X
Aircraft:	Cessna 182D	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control on ground	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

During a planned fuel stop the first approach was too high, so the pilot conducted a go-around and re-entered the traffic pattern. During the no-flap second approach and touch down the airplane bounced and a “significant wind gust” pushed the airplane to the right. As the airplane veered off the runway, the pilot attempted to go-around and added full power. The engine rpm increased momentarily, the pilot heard a loud “pop,” the engine sputtered, and then lost power. The pilot made a forced landing in the grass next to the runway during which the airplane impacted a drainage ditch and the left main landing gear tire separated. The right wing and lower fuselage sustained substantial damage.

During a postaccident engine run, the engine started, idled, and accelerated without hesitation. Examination of the engine and related systems revealed no evidence of mechanical malfunction or failure that would have precluded normal operation. Although the weather conditions at the time of the accident were conducive to the accumulation of carburetor icing at glide power, the pilot reported that he used carburetor heat, which would have prevented the accumulation of ice. It is likely that during the attempted go around the pilot increased engine rpm too quickly which resulted in a backfire and subsequent loss of power.

Wind at the time of the accident was from 290° at 10 knots gusting to 21 knots. The pilot was landing on runway 01 with a 20-knot crosswind.

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 airplane control while landing with a left gusting crosswind. Contributing to the accident was the partial loss of engine power during the go-around.

Findings

Aircraft	Crosswind correction - Capability exceeded
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Aircraft	(general) - Unknown/Not determined

Factual Information

History of Flight

Landing-flare/touchdown	Abnormal runway contact
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Approach-VFR go-around	Loss of engine power (partial)
Landing-landing roll	Collision with terr/obj (non-CFIT)

On May 1, 2023, at about 1345 central daylight time, a Cessna 182D, N8713X, was substantially damaged when it was involved in an accident near Batesville, Mississippi. The pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he was making a planned fuel stop at Panola County Airport, Batesville, Mississippi (PMU), when he experienced moderate to heavy “wind chop” as he approached the airport. The pilot’s first approach was too high, so he conducted a normal go-around and re-entered the traffic pattern. During the second approach, he used no flaps; the airplane bounced and was pushed to the right by a “significant” wind gust. The pilot attempted a go-around by adding full power;the engine rpm increased, but then he heard a “pop” and the engine lost power. The airplane landed in the grass next to the runway; however, after touchdown, the pilot was unable to stop the airplane before it hit a drainage ditch with the left main wheel, which resulted in the left wheel separating from the strut and substantial damage to the lower fuselage. The airplane’s right wing subsequently impacted the ground, resulting in substantial damage to the wing.

A review of video taken of the approach and attempted go-around revealed that the airplane bounced on the runway and settled back down to the right. As it exited the paved surface, the engine rpm increased, and the airplane became airborne again. Then the engine sputtered and lost power and the airplane touched down in the grass, bounced, and touched down again on the taxiway. The airplane bounced once more before impacting the drainage ditch.

A postaccident examination did not reveal any preimpact mechanical malfunctions or failures that would have precluded normal operation. The wings and empennage had been removed for transport. The right fuel tank finger screen was examined and was not obstructed. The left-wing fuel pickup screen was damaged during the recovery; however, it was not obstructed. The engine remained attached to the fuselage. The propeller remained attached to the hub. Both propeller blades were bent aft about 45° and exhibited chordwise scratching.

A postaccident engine run took place on June 7, 2023. Fuel was supplied from an external fuel tank and plumbed into the engine from the right-wing-root fuel pickup. The engine started, idled, and accelerated without hesitation. The engine was shut down and no anomalies were noted during the engine run. Fuel was then supplied from an external fuel tank and plumbed into the left-wing-root fuel pickup and performed similarly to the previous engine run: started, idled, and accelerated without hesitation.

Although the weather conditions at the time of the accident were conducive to the accumulation of carburetor icing at glide power, the pilot reported that he used carburetor heat during the two landing approaches.

Wind at the time of the accident was from 290° at 10 knots gusting to 21 knots; the calculated crosswind was about 20 knots. The pilot was landing on runway 01. While the pilot operating handbook for the 182D did not list a maximum demonstrated crosswind component, later models listed a 15 knot crosswind for landing and a 20 knot crosswind for takeoff.

Pilot Information

Certificate:	Private	**Age:**	71,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	BasicMed	**Last FAA Medical Exam:**	June 10, 2021
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	July 19, 2021
Flight Time:	945 hours (Total, all aircraft), 402 hours (Total, this make and model), 878 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	
Airplane Rating(s):		**Seat Occupied:**	Rear
Other Aircraft Rating(s):		**Restraint Used:**	4-point
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

Aircraft Make:	Cessna	**Registration:**	N8713X
Model/Series:	182D	**Aircraft Category:**	Airplane
Year of Manufacture:	1961	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18253113
Landing Gear Type:	Tailwheel	**Seats:**	2
Date/Type of Last Inspection:	June 22, 2022 Annual	**Certified Max Gross Wt.:**	2650 lbs
Time Since Last Inspection:	40.5 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	3392.3 Hrs at time of accident	**Engine Manufacturer:**	Continental
ELT:	Installed	**Engine Model/Series:**	O-470-L
Registered Owner:	On file	**Rated Power:**	230 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KPMU,452 ft msl	**Distance from Accident Site:**	17 Nautical Miles
Observation Time:	13:35 Local	**Direction from Accident Site:**	86°
Lowest Cloud Condition:		**Visibility**	10 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots / 21 knots	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.84 inches Hg	**Temperature/Dew Point:**	19°C / 0°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Rome, GA (KRMG)	**Type of Flight Plan Filed:**	None
Destination:	Batesville, MS (KPMU)	**Type of Clearance:**	VFR flight following
Departure Time:	12:01 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	PANOLA COUNTY PMU	**Runway Surface Type:**	Asphalt
Airport Elevation:	221 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	01	**IFR Approach:**	None
Runway Length/Width:	5001 ft / 75 ft	**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	34.362027,-89.892935(est)

Administrative Information

Investigator In Charge (IIC):	Rutt, Brian
Additional Participating Persons:	Dan Merrell; FAA - Memphis FSDO
Original Publish Date:	May 2, 2024
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=107204