



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Eloy, Arizona	<b>Accident Number:</b>	WPR22LA165
<b>Date &amp; Time:</b>	April 24, 2022, 18:45 Local	<b>Registration:</b>	N3694U
<b>Aircraft:</b>	Cessna 182G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	N/A
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The accident airplane was part of an exhibition event, the goal of which was for two pilots to fly two similarly equipped airplanes in a vertical dive, after which they would simultaneously bail out and transfer to the other airplane. The pilot of one airplane was able to successfully transfer to the other airplane and land without incident, however, the other pilot could not enter the second airplane because it entered an inverted spin shortly after egress. The pilot reported that he believed the airplane entered a spin due to the ballast that was added to offset the weight of the safety pilot. He added that the airplane was outfitted with a parachute system that was designed to trigger at an altitude of 1,000 ft, and deployed while the airplane was inverted, which resulted in it only being partially deployed when the airplane impacted the ground and was substantially damaged.

## Probable Cause and Findings

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

The unoccupied airplanes exceedance of the critical angle of attack which resulted in a stall, subsequent inverted spin, and impact with terrain.

## Findings

<b>Aircraft</b>	Angle of attack - Capability exceeded
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## Factual Information

### History of Flight

Enroute	Aerodynamic stall/spin (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	None
Other Aircraft Rating(s):	None	Restraint Used:	None
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	October 7, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 23, 2022
Flight Time:	5569 hours (Total, all aircraft), 5209 hours (Pilot In Command, all aircraft), 66 hours (Last 90 days, all aircraft), 22 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3694U
Model/Series:	182G	Aircraft Category:	Airplane
Year of Manufacture:	1963	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	18255094
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	January 14, 2022 Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	68.27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5505.34 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470-L
Registered Owner:		Rated Power:	275
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:	KCGZ, 1462 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	18:56 Local	Direction from Accident Site:	351°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.91 inches Hg	Temperature/Dew Point:	26° C / -14° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Eloy, AZ	Type of Flight Plan Filed:	None
Destination:	Eloy, AZ	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	32.661915, -111.71015(est)

## Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua		
Additional Participating Persons:	Tom Vernon; Federal Aviation Administration; Scottsdale, AZ		
Original Publish Date:	August 12, 2022	Investigation Class:	4
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=104993">https://data.nts.gov/Docket?ProjectID=104993</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).