

Information Request-- Aircraft Accident: 12/29/2020- N6327F – N47

PIC Paul Baldwin

Total Time (TT) all Aircraft: **506hrs.**

TT, Make & Model (Accident): **270 hrs.**

TT Last 90 days, Make & Model (Accident): **13 hrs.**

How many flight hours in the last 24 hours preceding the flight: **0.8 hrs.**

Flight Time, Leg at time of Accident: **Landing**

Was this the first flight of the day? **No**

Date of last:

Flight review: *****Provide a picture or scanned copy of logbook endorsement.**

Recent flight time in the previous 6 months:

PIC **30 hrs**

Dual Received **18.1**

Do you participate in FAAST Wings? **Yes**

Pilots Explanation of the accident: (N/A if separate statement provided)

Statement attached

Pilots suggestion to prevent reoccurrence: **Even on short local flights I will begin making written record of METARs along route of flight and applicable TAFs. I will also be mentally prepared for crosswinds on rollout to maintain runway heading.**

Was a standard weather brief obtained? If not, how did you obtain preflight weather information?

No. Checked METARS on Foreflight

Do you recall what the current and forecast wind direction/speed was for the date/time of the accident?

I do not recall the exact numbers.

What is the maximum demonstrated crosswind component of the CE-182 you were operating?

There is no DCC listed in the POH

Did you calculate the HW/XW component during preflight?

No

What is your overall experience with crosswind takeoffs and landings?

I have experience with crosswind landings up to 18kts. Both with instructor and solo.

Max crosswind you have safely landed with in past?

18kts.

Do you have a personal crosswind limitation?

17kts.

Did you perform any type of preflight risk based decision making tool, i.e. PAVE, Five P's, IMSAFE, etc.?

I did not use a specific tool, but determined that I could safely complete the mission, either at the intended destination or an alternate destination with more favorable conditions.

**Statement of Paul Baldwin Relating to Accident at N47 on 12/29/20 in
Cessna 182-N6327F**

I departed Doylestown airport (KDYL) at approximately 1100 on December 29, 2020 direct to Pottstown Municipal Airport (N47). I checked METARs prior to departure on Foreflight. I do not recall the exact wind direction or velocities reported prior to departure but do recall that the winds were from the northwest and were higher in velocity than when I arrived earlier in the day (0730) at KDYL.

Pre-flight, taxi, and runup were all normal and I departed from KDYL, experiencing mild turbulence on climb out to 2800 feet msl for the trip to N47.

Approximately ten miles east of KPTW I tuned in the ASOS for KPTW and noted reported winds at 320 @ 18kts., gusting to 22kts. I entered N47 Rwy 26 on a four-mile left base leg, rolling out on final heading from four miles. My intention was to determine whether I could maintain a stabilized approach to Rwy 26 to a distance of one mile and 400 feet agl.

I was able, by use of a side-slip, to maintain runway alignment on final approach. I set flaps at 20 degrees and continued the descent to the runway, ready to abort the landing if the wind altered my path. I touched down on the runway approximately 800 feet from the approach end. On the rollout I experienced a violent gust that sent the airplane off the runway. The aircraft crossed the median, taxiway and struck a culvert, resulting in the aircraft coming to rest inverted.

I was not injured but required line crew assistance to exit the aircraft as I was unable to release the seatbelt and shoulder harness.

[REDACTED]

Paul Baldwin

[REDACTED] (mobile)
[REDACTED] (home)



I certify that PAUL W. BALDWIN has presented to me a valid U.S. passport: # [REDACTED], or original birth certificate: # N/A State N/A, establishing that he/she is a U.S. citizen, in accordance with Title 49 1552.3(h). Date: JUN 24, 2019
CFI: [REDACTED] CFI #: [REDACTED], Exp. 08/19



I certify that PAUL WILLIAM BALDWIN, holder of [REDACTED] certificate # Private Pilot, has satisfactorily completed a Flight Review of § 61.56 (a) on 9/24/2019
Date 9/24/2019
CFI [REDACTED] # [REDACTED] Exp. 08/21



800-I-FLY-IFR
www.IFLYIFR.com
I certify that PAUL WILLIAM BALDWIN, Cert. # [REDACTED] has received the required training of FAR § 61.65 (c), and (d). I have determined Yes he is prepared for the Instrument - Airplane practical test. I further certify that in accordance with § 61.39 (a)(6), I have given the required training within the preceding 2 calendar months and I find him/her to have satisfactory knowledge of the subject areas in which the applicant was shown to be deficient by his/her aeronautical knowledge test.
Date 9/24/2019
Instructor [REDACTED] CFI# [REDACTED] Exp. 08/21