

Flight accident June 17, 2018

Scheduled with St Pete Flying Club to rent Cessna C182 N6284X starting at 5 pm, on Sunday June 17, 2018. Arrived Albert Whitted Airport (KSPG) approx. 4:40 pm. Did complete Pre-Flight inspection. Everything was in order. Departing HOBBS 30.1

Departed KSPG with one Passenger at approximately 5pm. Headed South, then Southwest. Left Delta Airspace and contacted Tampa Approach on 119.65. Identified the plane and position. Requested Access to Bravo Airspace and Flight Following to Punta Gorda. Given squawk code 0110, Altitude of 3,500. Requested travel along the coast which was granted.

At Venice (KVNC), Tampa Approach ended Flight Following. Continued VFR towards Punta Gorda (KPGD).

Switched all frequencies, then accessed KPGD weather. Contacted KPGD Tower (121.0) approximately 10 miles from airport with ECHO. Requested inbound full stop landing. Tower directed an approach to MidField Left Downwind to RW04. Approaching midfield, contacted Tower. They requested contact when ready to turn Base to RW04. Tower contacted me just prior to base turn and indicated RW04 was clear to land.

Turned base and final and landed at KPGD. Very smooth landing. After departing runway, contacted ground at 119.55. Requested taxi to FBO. Given directions, taxi via Alpha, right on Charlie, cross RW15, then left on Delta to FBO. Stopped at FBO for a few minutes break. HOBBS at KPGD 31.1 Approximate time 6 pm.

Back in 6284X, contacted ground, ready to taxi for departure to Sebring (KSEF). Given instructions, taxi via Delta to RW04.

At runway, switched to Tower and requested departure to Sebring (KSEF). Given instructions, RW04 Cleared for takeoff. Departed approximately 6:20 pm

Flew heading of 39 degrees towards KSEF at 3,500. Halfway to KSEF, switched all frequencies. Then changed to heading of 90 degrees to see Lake Okeechobee, and avoid some rain clouds. Then turned towards KSEF, initial heading 339 degrees. Checked KSEF weather, clear but a crosswind from NE.

Approached KSEF using Approach Procedure RNAV01. Contacted Sebring Traffic to identify my plane, location and intentions. Contacted Sebring Traffic multiple times on approach.

Runway in sight, approaching 10 miles from the airport, saw diagonal crosswind from NE/NNE on my screen and experienced the effects in the air.

Experienced crosswind from NE/NNE. Had to crab airplane at 45% to maintain direct flight path to RW01.

Immediately before landing rudder adjusted to align with RW01. Ailerons held to right to offset crosswind. Smooth landing at airspeed about 75. Headed straight down runway, speed now about 45. Then plane all of a sudden veered to the right, off the runway, nose wheel caught on Sandy soil and plane flipped over.