



Aviation Investigation Final Report

Location:	Perris, California	Accident Number:	WPR20CA146
Date & Time:	May 6, 2020, 08:30 Local	Registration:	N58646
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Miscellaneous/other	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while taxiing for takeoff, he observed a skip loader on the immediate left edge of the taxiway and noted there was sufficient clearance to avoid it. However, during the taxi, his attention was distracted by setting up the GPS for the flight, and the airplane drifted left, and subsequently struck the skip loader.

The right horizontal stabilizer was substantially damaged.

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 diverted attention while taxiing which resulted in his failure to maintain clearance from the skip loader during taxi.

Findings

Personnel issues	Use of equip/system - Pilot
Personnel issues	Attention - Pilot

Factual Information

History of Flight

Taxi-to runway	Miscellaneous/other (Defining event)
Taxi-to runway	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	March 3, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 5, 2019
Flight Time:	971 hours (Total, all aircraft), 192 hours (Total, this make and model), 971 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N58646
Model/Series:	182 P	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18262202
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	September 14, 2019 Annual	Certified Max Gross Wt.:	2348 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8420.7 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
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:	KHMT, 1512 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	15:35 Local	Direction from Accident Site:	100°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.9 inches Hg	Temperature/Dew Point:	24°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Perris, CA (L65)	Type of Flight Plan Filed:	None
Destination:	Palm Springs, CA (PSP)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	PERRIS VALLEY L65	Runway Surface Type:	Asphalt
Airport Elevation:	1413 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	5100 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	33.7625,-117.218612

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Jared Tapsfield; Federal Aviation Administration; Riverside, CA
Original Publish Date:	February 2, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101274

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.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).