



Aviation Investigation Final Report

Location:	Odessa, Texas	Accident Number:	CEN20CA355
Date & Time:	August 20, 2020, 09:50 Local	Registration:	N710NA
Aircraft:	Cessna 182	Aircraft Damage:	Destroyed
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of a tailwheel-equipped airplane reported that during the landing roll out, the airplane swerved left, so he added control inputs to stop the swerve. The airplane continued to turn 300°, experienced a ground loop, the right main landing gear collapsed, and the propeller struck the ground. A small fire erupted near the fuel selector which the pilot was unable to extinguish. The airplane was destroyed after the fire consumed most of the airplane. There were no reports of any pre-accident 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 failure to maintain directional control of the airplane during landing.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Post-impact	Fire/smoke (post-impact)

Pilot Information

Certificate:	Private	Age:	55
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 31, 2020
Flight Time:	1530 hours (Total, all aircraft), 799 hours (Total, this make and model), 1439 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 16 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N710NA
Model/Series:	182 B	Aircraft Category:	Airplane
Year of Manufacture:	1959	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	52297
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	March 4, 2020 Annual	Certified Max Gross Wt.:	2348 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4681.9 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	On file	Rated Power:	
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:	KODO	Distance from Accident Site:	
Observation Time:	16:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	32°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gainesville, TX (KGLE)	Type of Flight Plan Filed:	None
Destination:	Odessa, TX (ODO)	Type of Clearance:	VFR
Departure Time:	07:10 Local	Type of Airspace:	

Airport Information

Airport:	Odessa Airport-Schlemeyer ODO	Runway Surface Type:	Asphalt
Airport Elevation:	3003 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	5003 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.922222,-102.384719(est)

Administrative Information

Investigator In Charge (IIC):	Hatch, Craig
Additional Participating Persons:	Robert Smith; FAA FSDO; Lubbock, TX
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=101841

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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](#).