



Aviation Investigation Final Report

Location:	Liberal, Kansas	Accident Number:	WPR23LA072
Date & Time:	December 13, 2022, 19:00 Local	Registration:	N253SB
Aircraft:	Cessna 441	Aircraft Damage:	Substantial
Defining Event:	Ground collision	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot of the multiengine airplane reported that, he had preflighted the airplane about 2 hours before his intended departure and asked ground crew to reposition the airplane. When the pilot was ready for departure, he reported that he did not do another preflight, but only walked around the nose of the airplane to get to the entrance door. After he started both engines, the airplane would not taxi forward. The pilot reported that he thought that he set the brakes, reduced both engines to an idle power setting, and exited the airplane. The pilot observed a chock on the airplane's nosewheel, and after he removed the chock, the airplane began to move forward. He attempted to reboard the unoccupied airplane, however, was unable to and the airplane subsequently collided with a hangar. The airplane sustained substantial damage to the fuselage. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 inadequate preflight inspection, failure to set the parking brake, and his decision to exit the airplane with engines running to remove a wheel chock, resulting in the airplane's unintended movement and subsequent collision with a hangar.

Findings

Personnel issues	Preflight inspection - Pilot
Personnel issues	Incorrect action sequence - Pilot
Aircraft	(general) - Incorrect use/operation
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Prior to flight	Ground collision (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	73,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	None
Other Aircraft Rating(s):	Helicopter	Restraint Used:	None
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane; Instrument helicopter	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 7, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 7, 2022
Flight Time:	(Estimated) 21500 hours (Total, all aircraft), 500 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N253SB
Model/Series:	441	Aircraft Category:	Airplane
Year of Manufacture:	1982	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	4410258
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	AAIP	Certified Max Gross Wt.:	10240 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:		Engine Manufacturer:	Garrett
ELT:	Installed, not activated	Engine Model/Series:	TPE331-ION
Registered Owner:	Sierra Bravo Partnership	Rated Power:	635 Horsepower
Operator:	Lyddon Aero Center, Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Lyddon Aero Center, Inc.	Operator Designator Code:	LQYA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	KLBL, 2885 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / None	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	2968 inches Hg	Temperature/Dew Point:	-2°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Liberal, KS (KLBL)	Type of Flight Plan Filed:	IFR
Destination:	Lubbock, TX (KLBB)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Liberal Mid-America Regional KLBL	Runway Surface Type:	
Airport Elevation:	2885 ft msl	Runway Surface Condition:	Dry;Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.04,-100.96

Administrative Information

Investigator In Charge (IIC):	Blocher, Kristyn
Additional Participating Persons:	Joe Behrends; Federal Aviation Administration; Wichita, KS
Original Publish Date:	March 2, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106480

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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](#).