



National Transportation Safety Board Aviation Accident Final Report

Location:	EL DORADO, KS	Accident Number:	CHI97LA061
Date & Time:	02/01/1997, 1115 CST	Registration:	N2898R
Aircraft:	Cessna 182K	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that during the landing roll, the airplane veered to the right. He stated he was unable to correct the direction of travel. The airplane continued off the right side of the runway and into a 5 to 6 foot deep ditch located approximately 30 feet from the edge of the runway. Postaccident inspection of the brake system failed to reveal any mechanical failure/malfunction.

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. A factor relating to the accident was: the ditch, which the airplane contacted.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Factual Information

On February 1, 1997, at 1115 central standard time, a Cessna 182, N2898R, operated by a private pilot collided with a ditch following a loss of directional control while landing on runway 16 at the El Dorado Thomas Airport, El Dorado, Kansas. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The airplane was substantially damaged and the pilot was not injured. The flight originated from Ponca City, Oklahoma, at 1035 cst.

The pilot reported that after touching down on runway 16 the airplane began to veer to the right side of the runway. He reported that he was unable to straighten the direction of travel. The right main landing gear traveled off the side of the runway into soft terrain. The pilot reported that it seemed as if the right wheel was sliding and that this action pulled the airplane even more to the right. The airplane traveled into a ditch located approximately 30 feet off the side of the runway. The ditch was described as being 5 to 6 feet deep. The pilot reported the airplane heading was almost perpendicular with the ditch when it contacted it.

The airplane was removed from the ditch by an A&P/IA. He stated that the wheels turned smoothly with no binding noted as the airplane was moved. The A&P/IA further inspected the brake system and reported he was unable to find any mechanical discrepancies which would have resulted in the loss of directional control.

Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/27/1995
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	365 hours (Total, all aircraft), 140 hours (Total, this make and model), 345 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2898R
Model/Series:	182K 182K	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18258493
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	07/02/1996, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	58 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3165 Hours	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	O-470-R
Registered Owner:	DEAN W. BRIGMAN	Rated Power:	230 hp
Operator:	DEAN W. BRIGMAN	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	3KM, 1420 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1045 CDT	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / -1° C
Precipitation and Obscuration:			
Departure Point:	PONCA CITY, OK (PNC)	Type of Flight Plan Filed:	None
Destination:	(EQA)	Type of Clearance:	None
Departure Time:	1035 CST	Type of Airspace:	Class E

Airport Information

Airport:	THOMAS (EQA)	Runway Surface Type:	Concrete
Airport Elevation:	1378 ft	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4200 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PAMELA S SULLIVAN	Report Date:	05/30/1997
Additional Participating Persons:	STEPHEN H WRIGHT; WICHITA, KS		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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