



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Wichita Falls, TX	<b>Accident Number:</b>	CEN10LA186
<b>Date &amp; Time:</b>	04/01/2010, 1650 CDT	<b>Registration:</b>	N3320U
<b>Aircraft:</b>	CESSNA 182F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fire/smoke (non-impact)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

---

## Analysis

The pilot stated that he was taxiing to the runway when he smelled an electrical odor in the cockpit and then saw smoke coming from the instrument panel. He stopped the airplane and shut it down. As he exited the airplane, he saw black smoke and flames coming from the instrument panel. The fire consumed most of the airplane fuselage aft of the engine firewall. The origin of the fire could not be determined.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A fire of undetermined origin.

## Findings

---

<b>Aircraft</b>	Aircraft systems - Not specified
<b>Not determined</b>	Not determined - Unknown/Not determined (Cause)

## Factual Information

On April 1, 2010, about 1650 central standard time, a Cessna C-182F airplane, N3320U, was substantially damaged after catching fire during taxi for takeoff at Kickapoo Downtown Airport (CWC), Wichita Falls, Texas. The commercial pilot was not injured. The business flight was being conducted under the provisions of Title 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed at the time of the accident.

The pilot stated he was taxiing to the runway when he smelled an “electrical” smell in the cockpit. He then saw smoke coming from the instrument panel. He stopped the airplane and shut it down. As he exited the airplane he saw black smoke and flames coming from the instrument panel. The fire consumed most of the airplane fuselage aft of the engine firewall.

The airplane maintenance records were in the airplane at the time of the accident and were consumed by the fire. According to the mechanic who performed regular maintenance on the airplane, the last annual inspection had occurred in March of 2009, and a new engine, battery, and landing light had been installed about 18 flight hours prior to the accident.

A postaccident examination of the wreckage was conducted by NTSB investigators. The origin of the fire could not be determined.

## History of Flight

Prior to flight	Unknown or undetermined
Taxi-to runway	Fire/smoke (non-impact) (Defining event)

## Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last Medical Exam:	02/17/2009
Occupational Pilot:		Last Flight Review or Equivalent:	09/16/2009
Flight Time:	2400 hours (Total, all aircraft), 2300 hours (Pilot In Command, all aircraft), 15 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N3320U
Model/Series:	182F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	18254720
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/12/2009, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5464 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	AIR EXECUTIVE AIRCRAFT MANAGEMENT INC	Rated Power:	230 hp
Operator:	AIR EXECUTIVE AIRCRAFT MANAGEMENT INC	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	CWC, 1003 ft msl	Observation Time:	1645 CDT
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	0°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	25° C / -7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	12 knots/ 20 knots, 280°	Visibility (RVR):	
Altimeter Setting:	29.73 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Wichita Falls, TX (CWC)	Type of Flight Plan Filed:	Unknown
Destination:		Type of Clearance:	Unknown
Departure Time:	CDT	Type of Airspace:	

## Airport Information

Airport:	Kickapoo Downtown Airport (CWC)	Runway Surface Type:	
Airport Elevation:	1003 ft	Runway Surface Condition:	
Runway Used:	N/A	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:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daniel Baker	<b>Adopted Date:</b>	12/19/2011
<b>Additional Participating Persons:</b>	Art Costilla; FAA; Lubbock, TX Peter Basile; Cessna Aircraft Company; Wichita, KS		
<b>Publish Date:</b>	12/19/2011		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75640">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75640</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.