



National Transportation Safety Board Aviation Accident Final Report

Location:	Skiatook, OK	Accident Number:	CEN17LA126
Date & Time:	03/13/2017, 1530 CDT	Registration:	N6330B
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot reported that, while taxiing the airplane to the runway for departure, the airplane suddenly veered right. The pilot attempted to correct the right turn by applying the left brake; however, the attempt was unsuccessful, and the airplane subsequently exited the taxiway, entered a drainage ditch, and then came to rest upright; the left horizontal stabilizer was bent. Postaccident examination of the airplane revealed no mechanical malfunctions or failures with the landing gear brake and nosewheel steering system 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 loss of directional control while taxiing for reasons that could not be determined because postaccident examination of the airplane revealed no mechanical malfunctions or failures that would have precluded normal operation.

Findings

Not determined	Not determined - Unknown/Not determined (Cause)
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Factual Information

On March 13, 2017, about 1530 central daylight time, a Cessna 182 single-engine airplane, N6330B, impacted terrain following a loss of control while taxiing for departure from the Skiatook Municipal Airport (2F6), Skiatook, Oklahoma. The commercial pilot, who was the sole occupant, was not injured, and the airplane sustained substantial damage to the left horizontal stabilizer. The airplane was registered to and operated by a private individual as a 14 *Code of Federal Regulations* Part 91 personal flight. Visual meteorological conditions prevailed at the time of the accident, and a flight plan was not filed. The local flight was originating at the time of the accident.

The pilot stated that while he was taxiing the airplane to runway 36 for departure, the airplane suddenly veered to the right. The pilot attempted to correct the right turn by applying the left brake, however, the attempt was unsuccessful and the airplane entered a drainage ditch. The airplane came to rest upright off the taxiway surface in the drainage ditch.

On March 14, 2017, a Federal Aviation Administration inspector and mechanic examined the airplane at the owner's facility. Postaccident examination of the airplane revealed the left horizontal stabilizer was bent. The inspector and mechanic examined the landing gear brake and nose wheel steering systems. No mechanical or failures were noted within the landing gear system that would have precluded normal operation.

History of Flight

Taxi-to runway	Loss of control on ground (Defining event) Collision with terr/obj (non-CFIT)
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Pilot Information

Certificate:	Commercial	Age:	62, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	08/18/2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 1000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6330B
Model/Series:	182	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	34230
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/04/2016, Annual	Certified Max Gross Wt.:	1676 lbs
Time Since Last Inspection:	25 Hours	Engines:	1 Reciprocating
Airframe Total Time:	10113 Hours as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	O-470-L
Registered Owner:	ON FILE	Rated Power:	213 hp
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTUL, 650 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1453 CDT	Direction from Accident Site:	147°
Lowest Cloud Condition:	Few / 4600 ft agl	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	8°C / -4°C
Precipitation and Obscuration:	No Precipitation		
Departure Point:	Skiatook, OK (2F6)	Type of Flight Plan Filed:	None
Destination:	Skiatook, OK (2F6)	Type of Clearance:	None
Departure Time:	CDT	Type of Airspace:	

Airport Information

Airport:	SKIATOOK MUNI (2F6)	Runway Surface Type:	Asphalt
Airport Elevation:	670 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	3000 ft / 60 ft	VFR Approach/Landing:	None

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:	36.351667, -96.011944 (est)

Administrative Information

Investigator In Charge (IIC):	Aaron M Sauer	Report Date:	07/26/2017
Additional Participating Persons:	Rakesh P Patel; Federal Aviation Administration; Oklahoma City, OK		
Publish Date:	07/26/2017		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94865		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).