



National Transportation Safety Board Aviation Accident Final Report

Location:	Yerington, NV	Accident Number:	ANC18LA039
Date & Time:	05/28/2018, 1300 PDT	Registration:	N68AX
Aircraft:	CESSNA T182T	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, after conducting multiple uneventful landings, he was returning for a full stop landing. He stated that the touchdown on the main wheels was normal, but immediately after the nose wheel contacted the asphalt surface, the airplane veered sharply to the left, exited the improved runway surface, and encountered an area of soft sand. The nose wheel separated from the fuselage, and the airplane subsequently nosed over, which resulted in substantial damage to the fuselage, vertical stabilizer, and rudder.

The airplane's wreckage was disposed of without the National Transportation Safety Board's knowledge or consent. Because the airplane was not available for examination, it could not be determined if a mechanical failure or malfunction occurred.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Loss of directional control during landing for reasons that could not be determined based on the available evidence, which resulted in a runway excursion.

Findings

Aircraft	Directional control - Not attained/maintained (Cause)
Not determined	Not determined - Unknown/Not determined (Cause)

Factual Information

On May 28, 2018, about 1300 Pacific daylight time, a Cessna 182 airplane, N68AX, sustained substantial damage following a loss of directional control, a runway excursion and nose over while landing at Yerington Municipal Airport (O43), Yerington, Nevada. The airplane was registered to M & B Holdings, LLC and operated by the pilot as a visual flight rules flight under the provisions of 14 *Code of Federal Regulations* Part 91 when the accident occurred. The private pilot and pilot rated passenger were not injured. Visual meteorological conditions prevailed, and no flight plan had been filed.

According to the pilot, after conducting multiple uneventful landings at O43 they were returning for a full stop landing. He reported that the touchdown on the main wheels was normal, but immediately after the nose wheel came in contact with the asphalt surface the airplane veered sharply to the left, exited the improved runway surface and encountered an area of soft sand. The nose wheel separated from the fuselage and the airplane subsequently nosed over sustaining substantial damage to the fuselage, vertical stabilizer and rudder.

The closest weather reporting facility was Minden-Tahoe Airport (KMEV), Minden, Nevada, about 28 miles west of the accident site. At 1253, an METAR from KMEV was reporting, in part: wind from 30° at 8 knots; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 66°F; dew point 39° F; altimeter, 30.19 inches of mercury.

The airplane's wreckage was disposed of without the knowledge or consent of the NTSB. Therefore, the wreckage could not be examined by investigators.

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Runway excursion Part(s) separation from AC Nose over/nose down
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Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last FAA Medical Exam:	05/01/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	03/09/2017
Flight Time:	780 hours (Total, all aircraft), 735 hours (Total, this make and model), 603 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N68AX
Model/Series:	T182T T	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	T18208851
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	12/15/2017, Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	863 Hours as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-AK1A
Registered Owner:	M&B HOLDINGS LLC	Rated Power:	230 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:	KMEV, 4724 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1953 UTC	Direction from Accident Site:	270°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.19 inches Hg	Temperature/Dew Point:	19° C / 4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Reno, NV	Type of Flight Plan Filed:	None
Destination:	Yerington, NV (O43)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	YERINGTON MUNI (O43)	Runway Surface Type:	Asphalt
Airport Elevation:	4381 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5814 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	39.005556, -119.156667 (est)

Administrative Information

Investigator In Charge (IIC):	David B Banning	Report Date:	06/08/2020
Additional Participating Persons:	Mark Hinzman; Federal Aviation Administration; Reno, NV		
Publish Date:	06/08/2020		
Note:	The NTSB did not travel to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97377		

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](#).