



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Goodyear, AZ	Accident Number:	WPR20FA049
Date & Time:	12/21/2019, 1822 MST	Registration:	N3371U
Aircraft:	Cessna 182	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

On December 21, 2019, at 1822 mountain standard time, a Cessna 182F, N3371U, struck power lines while on approach to land for runway 03 at Phoenix Goodyear Airport (GYR), Goodyear, Arizona. The pilot/owner operated the airplane under the provision of Title 14 *Code of Federal Aviation Regulations* Part 91, as a personal flight. The pilot, the sole occupant, was fatally injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the local area flight and no flight plan had been filed.

The pilot's spouse stated that she had driven him to Glendale airport earlier that day so that he could pick up his airplane from an avionics shop; he had had an ADSB system installed. When he got to Glendale, he had trouble getting the ADSB system to work, and spent the next 2 hours with the avionics shop trying to rectify the issue. After 2 hours, the pilot called his wife to let her know what the situation was and that he was going to fly back to the airport. He believed the issue was a software problem, and that he needed to update the GARMIN software in order to get the ADSB to work properly. The wife stated that the pilot returned to the house updated the software and returned to GYR to conduct a check flight of the ADSB. At 1801, the pilot texted his wife to let her know that everything looked great and he was going for a short flight.

Radar data provided by the Federal Aviation Administration (FAA), identified the airplane's flight track. The radar track showed two full circles and then a return toward the airport.

Responding law enforcement reported that the airplane had impacted high-tension power lines about 1 mile south of the airport. The power lines are approximately 100 ft above ground level (agl) and are unmarked and unlighted.

Investigators from the National Transportation Safety Board (NTSB), FAA inspectors, and investigators from Textron Aviation and Continental Aerospace Technologies responded to the accident site. The entire airplane came to rest inverted on the ground underneath power lines. The engine was exposed but remained attached at the engine mounts to the airframe. There were no obvious holes in the engine case.

The airplane wreckage was recovered and moved to a secure location for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3371U
Model/Series:	182 F	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Condition of Light:
Observation Facility, Elevation:	Observation Time:
Distance from Accident Site:	Temperature/Dew Point:
Lowest Cloud Condition:	Wind Speed/Gusts, Direction: / ,
Lowest Ceiling:	Visibility:
Altimeter Setting:	Type of Flight Plan Filed:
Departure Point:	Destination:

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	33.397222, -112.398333 (est)

Administrative Information

Investigator In Charge (IIC):	Tealeye Cornejo
Additional Participating Persons:	Yasmin Duran; Federal Aviation Administration; Scottsdale, AZ Kurt Gibson; Continental Aerospace Technologies; Mobile, AL Jennifer Barclay; Textron Aviation; Wichita, KS
Note:	The NTSB traveled to the scene of this accident.