



Aviation Investigation Final Report

Location:	Prescott, Washington	Accident Number:	GAA18CA296
Date & Time:	May 16, 2018, 17:00 Local	Registration:	N182EW
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

According to the pilot, during taxi on a loose dirt surface, he initiated a left 180° turn. He reported that he was using a "fairly aggressive power setting to compensate for the surface conditions." During the left turn, the right wingtip struck the ground. Additionally, the propeller struck the ground, and the airplane then rolled left, and the left wing struck the ground.

The airplane sustained substantial damage to left wing.

The pilot reported that the accident could have been prevented if the airplane's power setting had not been more than what was needed and that "a more conservative power setting and slower taxi speed could prevent future occurrences."

The pilot reported that there were no mechanical malfunctions or failures with the airplane 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 pilot's taxiing too fast on rough terrain, which resulted in a loss of directional control.

Findings

Environmental issues	Rough terrain - Effect on operation
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Taxi-into takeoff position	Collision with terr/obj (non-CFIT)
Taxi-into takeoff position	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Private	Age:	44,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	October 9, 2013
Occupational Pilot:	No	Last Flight Review or Equivalent:	December 21, 2017
Flight Time:	(Estimated) 283 hours (Total, all aircraft), 39 hours (Total, this make and model), 162 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N182EW
Model/Series:	182 P	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18264841
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 12, 2018 Annual	Certified Max Gross Wt.:	2348 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3440 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO-470-F
Registered Owner:		Rated Power:	260 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ALW	Distance from Accident Site:	
Observation Time:	23:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	23°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Walla Walla, WA (ALW)	Type of Flight Plan Filed:	None
Destination:	Prescott, WA	Type of Clearance:	VFR
Departure Time:	16:25 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	46.220832,-118.121948(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Kevin Marsac; FAA; Spokane, WA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97316

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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](#).