



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Yerington, Nevada	<b>Accident Number:</b>	ANC18LA039
<b>Date &amp; Time:</b>	May 28, 2018, 13:00 Local	<b>Registration:</b>	N68AX
<b>Aircraft:</b>	Cessna T182T	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	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

<b>Not determined</b>	(general) - Unknown/Not determined
<b>Aircraft</b>	Directional control - Not attained/maintained

# Factual Information

## History of Flight

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

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.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	64,Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 1, 2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 9, 2017
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N68AX
<b>Model/Series:</b>	T182T T	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2008	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	T18208851
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	December 15, 2017 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	863 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540-AK1A
<b>Registered Owner:</b>		<b>Rated Power:</b>	230 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KMEV,4724 ft msl	<b>Distance from Accident Site:</b>	28 Nautical Miles
<b>Observation Time:</b>	19:53 Local	<b>Direction from Accident Site:</b>	270°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.19 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Reno, NV	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Yerington, NV (043 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	YERINGTON MUNI 043	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4381 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5814 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	39.005554,-119.156669(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Banning, David
<b>Additional Participating Persons:</b>	Mark Hinzman; Federal Aviation Administration; Reno, NV
<b>Original Publish Date:</b>	June 8, 2020
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97377">https://data.nts.gov/Docket?ProjectID=97377</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).