



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Odessa, Texas	Accident Number:	CEN18LA272
Date & Time:	July 16, 2018, 14:30 Local	Registration:	N182GQ
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Fire/smoke (non-impact)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

After landing at the destination airport, the pilot smelled smoke, so he shut down the airplane, exited, and saw a fire in the vicinity of the baggage compartment. The fire consumed most of the fuselage and the inboard portion of both wings. The pilot recently had a lithium-ion battery installed in the emergency locator transmitter (ELT). However, the ELT and battery were examined and determined not to be the source of the fire. Investigators were not able to determine the origin of the fire due to the extent of fire damage.

Probable Cause and Findings

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

An on-ground fire for reasons that could not be determined based on the available information.

Findings

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

History of Flight

Landing	Fire/smoke (non-impact) (Defining event)
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On July 16, 2018, about 1430 central daylight time, a Cessna 182 airplane, N182GQ, was substantially damaged when it was involved in an accident at Odessa-Schlemeyer Field (ODO), Odessa, Texas. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

When the pilot landed at ODO, the pilot smelled smoke, so he shut down and exited the airplane. He saw fire in the vicinity of the baggage compartment. The fire consumed a majority of the fuselage and the inboard portion of both wings.

The wreckage was examined by a responding Federal Aviation Administration inspector. He could not determine a source of ignition and provided photos for the National Transportation Safety Board (NTSB) Materials Laboratory Fire & Explosion Specialist. After reviewing the photos, she assessed that the level of fire damage was so great that determining a point of origin would be both difficult and unreliable.

The pilot stated that he had recently installed a lithium-ion battery in the emergency locator transmitter (ELT). Since the ELT lithium-ion battery was suspected to be a possible source, the ELT was removed and sent to the NTSB Materials Laboratory for examination. The examination of the batteries did not reveal any signatures of failure that would have been the fire's point of origin. Investigators were not able to determine the source of the fire.

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N182GQ
Model/Series:	182 Q	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18265848
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2348 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	4240 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	O-470-U
Registered Owner:		Rated Power:	230 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:	KODO,3001 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	19:53 Local	Direction from Accident Site:	154°
Lowest Cloud Condition:	Scattered / 7000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots / 17 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.1 inches Hg	Temperature/Dew Point:	34°C / 12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sugar Land, TX	Type of Flight Plan Filed:	None
Destination:	Odessa, TX (ODO)	Type of Clearance:	VFR
Departure Time:	12:00 Local	Type of Airspace:	

Airport Information

Airport:	Odessa-Schlemeyer Field ODO	Runway Surface Type:	Asphalt
Airport Elevation:	3003 ft msl	Runway Surface Condition:	
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	5003 ft / 75 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	31.9225,-102.388053(est)

Administrative Information

Investigator In Charge (IIC):	Aguilera, Jason
Additional Participating Persons:	Robert Smith; FAA FSDO; Lubbock, TX
Original Publish Date:	September 14, 2020
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97797

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](#).