



Aviation Investigation Final Report

Location:	Klein, Texas	Accident Number:	CEN23LA380
Date & Time:	August 23, 2023, 14:18 Local	Registration:	N908VA
Aircraft:	Cessna 182T	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that during the landing roll, as the nose landing gear contacted the runway, he felt a vibration from the front of the airplane, then it veered hard left. During the veer, the airplane began to skid so he applied right rudder but was unable to maintain directional control. The airplane departed the runway surface, the nose landing gear collapsed, and the right wing impacted terrain, which resulted in substantial damage to the right wing. At the time of the accident, the pilot was landing the airplane with 20° left crosswind at 7 knots gusting to 16 knots.

Postaccident examination of the airplane showed that there were no preaccident 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 failure to maintain directional control during the crosswind landing.

Findings

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

Factual Information

History of Flight

Landing	Other weather encounter
Landing	Loss of control on ground (Defining event)
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Runway excursion

Pilot Information

Certificate:	Commercial	Age:	42, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 14, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 19, 2023
Flight Time:	504 hours (Total, all aircraft), 118 hours (Total, this make and model), 445 hours (Pilot In Command, all aircraft), 77 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N908VA
Model/Series:	182T	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18281555
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	August 18, 2023 100 hour	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2279 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91A installed, not activated	Engine Model/Series:	IO-540-AB1A5
Registered Owner:	On file	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:	KDWH, 154 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	333°
Lowest Cloud Condition:	Few / 5500 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 16 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	38°C / 21°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Fort Worth, TX (KFTW)	Type of Flight Plan Filed:	IFR
Destination:	Klein, TX	Type of Clearance:	IFR
Departure Time:	12:35 Local	Type of Airspace:	Class D

Airport Information

Airport:	DAVID WAYNE HOOKS MEML DWH	Runway Surface Type:	Asphalt
Airport Elevation:	152 ft msl	Runway Surface Condition:	Dry
Runway Used:	17R	IFR Approach:	Global positioning system;RNAV
Runway Length/Width:	7009 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.063552,-95.553412

Administrative Information

Investigator In Charge (IIC): Finne, Andrew

Additional Participating Persons: Stricker, William; FAA-FSDO; Houston, TX

Original Publish Date: November 9, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192930>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).