



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Englewood, Colorado	Accident Number:	CEN23LA179
Date & Time:	May 6, 2023, 09:40 Local	Registration:	N34BL
Aircraft:	TEXTRON AVIATION INC 172S	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 he attempted to adjust his seat while taxiing the airplane. The seat slid aft, and he was unable to reach the rudder pedals. The airplane traversed across a taxiway, impacted a swale, then continued onto a runway before the pilot was able to regain control. The airplane's rudder and lower aft fuselage were substantially damaged.

The pilot reported there were no pre-accident mechanical failures or malfunctions 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 decision to adjust his seat during taxi, which resulted in his seat sliding aft, and subsequent loss of directional control.

Findings

Personnel issues	Incorrect action sequence - Pilot
Personnel issues	Decision making/judgment - Pilot
Aircraft	Taxiing - Incorrect use/operation

Factual Information

History of Flight

Taxi	Loss of control on ground (Defining event)
Prior to flight	Preflight or dispatch event

Pilot Information

Certificate:	Private	Age:	72, 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:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 25, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 1, 2022
Flight Time:	(Estimated) 350 hours (Total, all aircraft), 343 hours (Total, this make and model), 115 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TEXTRON AVIATION INC	Registration:	N34BL
Model/Series:	172S	Aircraft Category:	Airplane
Year of Manufacture:	2020	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	172S12468
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	IO-360-L2A
Registered Owner:	AMERICAN ASSET LEASING LLC	Rated Power:	180 Horsepower
Operator:	AMERICAN ASSET LEASING LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KAPA, 5870 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	09:53 Local	Direction from Accident Site:	204°
Lowest Cloud Condition:	Few / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	Unknown / Unknown
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	Unknown / Unknown
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	14°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Englewood, CO (KAPA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	CENTENNIAL APA	Runway Surface Type:	Asphalt
Airport Elevation:	5884 ft msl	Runway Surface Condition:	Dry
Runway Used:	10/28	IFR Approach:	None
Runway Length/Width:	4800 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	39.571705,-104.84124(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Jay Dankoff; FAA; Denver, CO
Original Publish Date:	July 27, 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=122574

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).