



National Transportation Safety Board Aviation Accident Final Report

Location:	PARADISE, CA	Accident Number:	LAX01LA050
Date & Time:	12/03/2000, 1526 PST	Registration:	N182DD
Aircraft:	Cessna 182J	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Other Work Use

Analysis

After discharging three parachutists into a drop zone from about 12,000 feet mean sea level, the pilot attempted to return to the departure airport. The engine began surging as the airplane descended through 8,000 feet. The pilot continued the descent and entered the departure airport's traffic pattern. He misjudged his distance from the runway, and when all engine power was lost turning onto the final approach leg he was unable to glide to the runway. The airplane impacted terrain about 250 feet short of the landing threshold whereupon it nosed over. Regarding the pilot's qualifications, he was 5 months overdue in his performance of a biennial flight review, and he had not flown during the previous 90 days. The pilot had alleged to the firm which used his piloting services that he possessed a commercial pilot certificate and had at least 4,000 hours of flight time. On a May 2000 application for an FAA medical certificate, the pilot indicated that he held a commercial pilot certificate and had 8,100 hours of total flight time. According to the FAA, no record exists of the pilot holding any certificate in the United States other than that of private pilot. The pilot subsequently reported to the Safety Board that he had about 1,905 hours of flight time. A reconstruction of the fuel load carried during the accident flight in concert with the fuel burn off rates revealed that, at the time of the crash, the approximate quantity of fuel on board was 4.4 gallons. According to the Cessna Aircraft Company, the unusable fuel for each tank is 2.5 gallons, or a total of 5 gallons.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion during a descent due to an inadequate fuel supply. Contributing factors were the pilot's improper preflight planning, his misjudged altitude while performing the emergency landing, and his lack of certificate qualification and recent flight experience/currency.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: LANDING

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (F) LACK OF CERTIFICATION - PILOT IN COMMAND
3. (F) LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Findings

4. (C) FLUID,FUEL - EXHAUSTION
5. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. (F) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING

Findings

7. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #5: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. TERRAIN CONDITION - RISING

Factual Information

HISTORY OF FLIGHT

On December 3, 2000, about 1526 hours Pacific standard time, a Cessna 182J, N182DD, nosed over during landing at the Paradise Skypark (uncontrolled) Airport, Paradise, California, about 12 miles east of Chico, California. The airplane was operated by Skydive in Paradise under 14 CFR Part 91. The accident occurred following the pilot's release of his three skydive passengers into a nearby drop zone. The airplane was substantially damaged during the forced landing when it impacted terrain short of the runway and nosed over. The private pilot was seriously injured. The flight originated from Paradise about 1500.

The pilot reported that at 12,000 feet mean sea level (msl) after the jumpers exited the airplane, he commenced a descent with the intention of returning to the departure airport. He closed the cowl flaps and turned on the engine's carburetor heat. At 8,000 feet msl the engine began to surge. The surging continued until the airplane turned onto the final approach leg whereupon all power was lost.

A ground-based witness, located about 1/2 mile north of the accident site, reported that he observed the airplane enter the traffic pattern and nothing unusual was noted. The witness next observed the airplane on short final approach to runway 35. The airplane was low to the ground, and its wings rocked left and right. Then, the airplane disappeared from his view and evidently impacted the ground.

The airplane owner indicated that he had jumped from the airplane during the flight, and he was not aware of any problems with the airplane. He estimated that, at departure, the airplane should have had about 10 gallons of fuel on board.

The airplane's owner subsequently went to the crash site. He stated that it looked as though the airplane had impacted the upsloping terrain about 10 feet below the runway's elevation.

An examination of the accident site revealed that the airplane's initial point of impact (IPI) was about 100 feet south of runway 35. The runway has a 150-foot displaced threshold. The total distance between the IPI and the threshold is about 250 feet.

PILOT INFORMATION

In the pilot's accident report, he indicated to the National Transportation Safety Board investigator that his total pilot flight time was about 1,905 hours. During the previous 90-day period, he had not flown any aircraft. The pilot also indicated that his last biennial flight review was accomplished on April 29, 1998. This was about 29 months prior to the accident flight.

In the airplane owner's accident report, he indicated his belief that the pilot held a Commercial Pilot certificate. Also, he indicated that the pilot had a total of about 4,000 hours of flight time.

On an application for a Federal Aviation Administration (FAA) airman medical certificate dated February 19, 1996, the pilot reported to the FAA that his total pilot time was 1,680 hours. Also, he had flown 4 hours during the previous 6 months.

On a subsequent application dated May 3, 2000, the pilot reported to the FAA that his total pilot time was 8,100 hours, and he had flown 25 hours during the previous 6 months. Additionally, the pilot indicated that he possessed a Commercial Pilot certificate.

According to the FAA, no record exists of the pilot holding any level of United States airman certificate other than that of a Private Pilot.

AIRPLANE, WRECKAGE, AND ADDITIONAL INFORMATION

The airplane owner reported that he did not possess any insurance for his airplane. The airplane was not equipped with a shoulder harness for the pilot. The parachute jumpers who were carried on board paid a fee to his company for the jump ride.

The FAA and a representative from the Cessna Aircraft Company examined the airplane. The FAA inspector verbally reported to the Safety Board investigator that no evidence of a chronological listing for accomplished airworthiness directives was noted in the airplane's maintenance records. One of the main landing gear tires was "completely" bald. His examination of the propeller revealed little rotational impact evidence.

The airplane's owner reported to the Safety Board investigator that no mechanical malfunctions or failures occurred with the airplane during the accident flight. The engine had been operated for about 2,800 hours since last receiving a major overhaul. One quart of oil was added to the engine every 2 to 3 flight hours. A mixture of automotive gasoline and aviation fuel was used in the airplane.

The Cessna Aircraft Company representative reported that no evidence of any placard was noted indicating that automotive fuel had been authorized by the FAA for use in the airplane. Based upon its reconstruction of the fuel load carried during the accident flight and the fuel burn off rates, at the time of the crash the approximate quantity of fuel on board was 4.4 gallons.

The Cessna representative further reported that the airplane was equipped with 32.5-gallon capacity bladder fuel tanks, capable of holding a total of 65 gallons of fuel. The total usable fuel, for all flight conditions, is 60 gallons. Unusable fuel for each tank is 2.5 gallons, or a total of 5 gallons.

Pilot Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	05/03/2000
Occupational Pilot:		Last Flight Review or Equivalent:	04/29/1998
Flight Time:	1905 hours (Total, all aircraft), 40 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N182DD
Model/Series:	182J	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18257506
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	10/20/2000, 100 Hour	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	30 Hours	Engines:	Reciprocating
Airframe Total Time:	5973 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470R
Registered Owner:	James F. Schlernitzauer	Rated Power:	230 hp
Operator:	SKYDIVE IN PARADISE	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	
Observation Facility, Elevation:	CIC, 238 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	1548 PST	Direction from Accident Site:	270°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.14 inches Hg	Temperature/Dew Point:	14° C / 7° C
Precipitation and Obscuration:			
Departure Point:	PARADISE, CA (Q88)	Type of Flight Plan Filed:	None
Destination:	PARADISE, CA (Q88)	Type of Clearance:	None
Departure Time:	PST	Type of Airspace:	Class G

Airport Information

Airport:	Paradise Skypark (Q88)	Runway Surface Type:	Asphalt
Airport Elevation:	1300 ft	Runway Surface Condition:	Dry
Runway Used:	35	IFR Approach:	None
Runway Length/Width:	2700 ft / 40 ft	VFR Approach/Landing:	Forced Landing; Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Report Date:	01/23/2002
Additional Participating Persons:	Jerry Griswold; FAA WP-FSDO; Sacramento, CA		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).