



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	PARADISE, CA	<b>Accident Number:</b>	LAX01LA050
<b>Date &amp; Time:</b>	12/03/2000, 1526 PST	<b>Registration:</b>	N182DD
<b>Aircraft:</b>	Cessna 182J	<b>Injuries:</b>	1 Serious
<b>Flight Conducted Under:</b>	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

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

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	1905 hours (Total, all aircraft), 40 hours (Total, this make and model), 0 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N182DD
<b>Model/Series:</b>	182J	<b>Engines:</b>	Reciprocating
<b>Operator:</b>	SKYDIVE IN PARADISE	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	O-470R
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Other Work Use		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	
Observation Facility, Elevation:	CIC, 238 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 20000 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 290°
Temperature:	14° C	Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	PARADISE, CA (Q88)	Destination:	PARADISE, CA (Q88)

## Airport Information

Airport:	Paradise Skypark (Q88)	Runway Surface Type:	Asphalt
Runway Used:	35	Runway Surface Condition:	Dry
Runway Length/Width:	2700 ft / 40 ft		

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	WAYNE POLLACK	Adopted Date:	01/23/2002
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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