



National Transportation Safety Board Aviation Accident Final Report

Location:	Tuttle, OK	Accident Number:	FTW01LA074
Date & Time:	03/02/2001, 1545 CST	Registration:	N4721K
Aircraft:	Cessna 182P	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated that prior to takeoff, both fuel tanks were topped off. While enroute to the intended destination, the engine RPM began to decrease, and subsequently, the engine lost total power. During the forced landing, the nose landing gear contacted a drainage terrace, and the airplane nosed over and came to rest inverted. The airplane was turned upright, the right fuel tank was found empty, and left fuel tank contained residual fuel. The right fuel cap was found unlocked and hanging out of the fuel cell by its retaining chain. The pilot stated that some of the fuel may have been syphoned out of the fuel tank due to a loose fuel cap.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: fuel exhaustion due to a loose fuel cap as a result of the pilot's inadequate preflight. A contributory factor was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
 2. (F) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. (F) FUEL SYSTEM,CAP - NOT SECURED
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
 5. (F) TERRAIN CONDITION - NONE SUITABLE
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Occurrence #4: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On March 2, 2001, at 1545 central standard time, a Cessna 182P single-engine airplane, N4721K, was substantially damaged during a forced landing following a loss of engine power near Tuttle, Oklahoma. The private pilot, sole occupant of the airplane, was not injured. The airplane was registered to and operated by Kremmling Flying, Inc., of Kremmling, Colorado. Visual meteorological conditions prevailed and a visual flight rules flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The airplane departed Kremmling, Colorado, at 1045 mountain standard time, and was destined for the University of Oklahoma Westheimer Airport near Norman, Oklahoma.

The pilot stated that prior to takeoff, both fuel tanks were topped off. Approximately 15 miles from the intended destination, at 3,500 feet msl, the engine RPM began to decrease. The pilot pulled the carburetor heat ON, and the "RPMs picked back up." Approximately 10 seconds later, the engine RPM started to decrease again. The pilot adjusted the mixture control, applied full propeller RPM, and repositioned the fuel selector, in an attempt to regain engine power; however, no change in engine power was noted. The pilot contacted the Westheimer control tower and declared an emergency. With the propeller windmilling, the pilot executed a forced landing to a field. During the touchdown, the nose landing gear contacted a "drainage terrace," and the airplane nosed over and came to rest inverted.

According to an FAA inspector, who responded to the accident site, after the airplane was turned upright, the right fuel tank was found empty, and the left fuel tank contained residual fuel. The right fuel cap was found unlocked and hanging out of the fuel cell by its retaining chain.

The pilot reported that the airplane was equipped with long-range 88-gallon capacity fuel tanks and had an endurance of approximately 6 hours and 45 minutes of flight time. The pilot stated that some of the fuel may have been syphoned out of the fuel tank due to a loose fuel cap.

Pilot Information

Certificate:	Private	Age:	66, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/09/2001
Occupational Pilot:		Last Flight Review or Equivalent:	02/29/2000
Flight Time:	1300 hours (Total, all aircraft), 1100 hours (Total, this make and model), 1100 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4721K
Model/Series:	182P	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18263720
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	05/27/2000, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:	48.1 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3350.9 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-470-S
Registered Owner:	Kremmling Flying Inc.	Rated Power:	230 hp
Operator:	Kremmling Flying Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16° C
Precipitation and Obscuration:			
Departure Point:	Kremmling, CO (20V)	Type of Flight Plan Filed:	VFR
Destination:	Norman, OK (OUN)	Type of Clearance:	VFR
Departure Time:	1045 MST	Type of Airspace:	Class G

Airport Information

Airport:	Univ. of Oklahoma Westheimer (OUN)	Runway Surface Type:	Unknown
Airport Elevation:		Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

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:	

Administrative Information

Investigator In Charge (IIC):	Jason A Ragogna	Report Date:	07/30/2001
Additional Participating Persons:	Lloyd R Cook; Federal Aviation Administration; Oklahoma City, OK		
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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