



National Transportation Safety Board Aviation Accident Data Summary

Location:	Tuttle, OK	Accident Number:	FTW01LA074
Date & Time:	03/02/2001, 1545 CST	Registration:	N4721K
Aircraft:	Cessna 182P	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

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

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

Occurrence #4: NOSE OVER

Phase of Operation: LANDING - ROLL

Pilot Information

Certificate:	Private	Age:	66
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Kremmling Flying Inc.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-S
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	8 knots / , 300°
Temperature:	16° C	Visibility	50 Miles
Precipitation and Obscuration:			
Departure Point:	Kremmling, CO (20V)	Destination:	Norman, OK (OUN)

Airport Information

Airport:	Univ. of Oklahoma Westheimer (OUN)	Runway Surface Type:	Unknown
Runway Used:		Runway Surface Condition:	Unknown
Runway Length/Width:			

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): Jason A Ragogna

Adopted Date: 07/30/2001

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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