



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Tuckerman, AR	<b>Accident Number:</b>	FTW02LA137
<b>Date &amp; Time:</b>	05/02/2002, 1645 CDT	<b>Registration:</b>	N3146S
<b>Aircraft:</b>	Cessna 182G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On May 2, 2002, at 1645 central daylight time, a Cessna 182G single-engine airplane, N3146S, was substantially damaged when it impacted a levee during a forced landing following a loss of engine power near Tuckerman, Arkansas. The airplane was registered to Silver Air Inc. of Wilmington, Delaware, and operated by Silverwing Aviation of Searcy, Arkansas. The commercial pilot sustained minor injuries, and his passenger was seriously injured. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed and activated for the 14 Code of Federal Regulations Part 91 personal flight. The cross-country flight departed from Sherman Army Field (FLV), Fort Leavenworth, Kansas, approximately 1430, for a destination of Newport, Arkansas.

The 1050-hour pilot reported in the Pilot/Operator Aircraft Accident Report, (NTSB Form 6120.1/2), that he "had the airplane topped off before leaving FLV." He took off and climbed out with the fuel selector in the "BOTH" position. After leveling off, he switched the fuel selector to the "LEFT" tank, and flew for approximately 1 hour and 20 minutes, then switched to the "RIGHT" tank. The engine sputtered after just a few minutes so he checked the carburetor heat and switched back to "BOTH". "The engine began running normal again." The pilot stated that they were in VFR conditions and could see his destination, so he canceled his IFR clearance. The engine lost power and his attempt to restart it was unsuccessful, so he landed in a field short of his destination. During the landing roll in the field, the nose landing gear impacted a levee and separated. The airplane nosed over and came to rest inverted.

According to an FAA inspector, earlier in the day, the airplane departed Newport for Fort Leavenworth. During a fuel stop at Harrisonville, Missouri, an individual loaned the pilot a pair of needle nose pliers after the pilot stated that the locking tabs were broken from the cap on the left main fuel tank. The individual suggested to the pilot that he purchase a new fuel cap; however, the pilot did not purchase one. The airplane was serviced with 46.390 gallons of 100LL fuel, and the airplane departed for the 15 minute flight to Fort Leavenworth. After landing, the pilot purchase approximately 27 gallons of 100LL fuel from a self service pump. Ground personnel reported to the pilot that the left main tank had a "bad fuel leak," and the pilot stated that the cap was broken. The pilot was offered duct tape, and he taped the left main fuel tank filler cap with approximately 2 square feet of the duct tape. During the flight to Newport, approximately two miles west of Tuckerman, the engine lost power. The airplane

was found in a rice field about 60 feet short of a private grass strip, which the pilot was attempting to land.

An examination of the airplane, by FAA inspectors who responded to the accident site, revealed that the landing gear, the firewall, and the left wing spar were damaged. Examination of the fuel system revealed that the left fuel filler cap was loose and the clip was broken. No fuel was found in either tank, and there was no evidence of a fuel spill; however, there was blue streaking from the left fuel tank filler port to the trailing edge of the wing.

The total fuel capacity of the Cessna 182G is 65 gallons

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	12/12/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	02/13/2002
<b>Flight Time:</b>	1050 hours (Total, all aircraft), 18 hours (Total, this make and model), 927 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3146S
<b>Model/Series:</b>	182G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18255646
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	04/27/2002, Annual	<b>Certified Max Gross Wt.:</b>	2800 lbs
<b>Time Since Last Inspection:</b>	10 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3495.6 Hours at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-470-R
<b>Registered Owner:</b>	Silver Air, Inc.	<b>Rated Power:</b>	230 hp
<b>Operator:</b>	Silverwing Aviation	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JBR, 262 ft msl	Distance from Accident Site:	28 Nautical Miles
Observation Time:	1653 CDT	Direction from Accident Site:	70°
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 2200 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.89 inches Hg	Temperature/Dew Point:	14° C / 11° C
Precipitation and Obscuration:			
Departure Point:	Leavenworth, KS (FLV)	Type of Flight Plan Filed:	IFR
Destination:	Newport, CT (M19)	Type of Clearance:	IFR
Departure Time:	1430 CDT	Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 1 Minor	Latitude, Longitude:	35.726944, -91.242778

## Administrative Information

Investigator In Charge (IIC):	Douglas D Wigington
Additional Participating Persons:	Michael L Wilson; FAA FSDO; Little Rock, AR
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> .