



National Transportation Safety Board Aviation Accident Data Summary

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

Analysis

While in cruise flight, approximately two hours and ten minutes after departure, the engine lost power, and the pilot was unable to restart the engine. During the forced landing, the airplane touched down in a rice field. During the landing roll, the nose landing gear impacted a levee, and the airplane nosed over coming to rest inverted. Earlier in the day during a fuel stop, 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. At the departure airport, ground personnel reported to the pilot that the left main tank had a "bad fuel leak." After fueling the airplane, the pilot duct taped the left main fuel tank filler cap. An examination of the fuel system by an FAA inspector revealed that the left fuel filler cap was loose and its 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.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's operation of the airplane with a known equipment deficiency, which resulted in fuel leakage and a loss of engine power due to fuel exhaustion. A contributing factors was the lack of suitable terrain for the forced landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) FUEL SYSTEM,CAP - LEAK
3. FLUID,FUEL - SIPHONING
4. (C) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PILOT IN COMMAND

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

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 5. (F) TERRAIN CONDITION - NONE SUITABLE
- 6. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Pilot Information

Certificate:	Commercial	Age:	25
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N3146S
Model/Series:	182G	Engines:	1 Reciprocating
Operator:	Silverwing Aviation	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-R
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:	JBR, 262 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 2200 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 350°
Temperature:	14° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Leavenworth, KS (FLV)	Destination:	Newport, CT (M19)

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
Latitude, Longitude:	35.726944, -91.242778		

Administrative Information

Investigator In Charge (IIC): Douglas D Wigington

Adopted Date: 09/30/2003

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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