



National Transportation Safety Board Aviation Accident Final Report

Location:	Carmi, IL	Accident Number:	CEN10CA067
Date & Time:	12/04/2009, 1040 CST	Registration:	C-GZYU
Aircraft:	CESSNA 182	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that the airplane, which was equipped with long range fuel tanks, had been fully fueled five days prior to the flight. After 3.8 hours of flight time, the engine began to surge then lost power. After unsuccessful attempts at restarting the engine, the pilot made an off-airport forced landing during which the airplane nosed over. Postaccident examination determined that the right fuel cap was missing, although the chain and spring clip were still in place. The pilot reported that the purpose of the flight was to act as a safety aircraft for Operation Migration. She stated that most of the flying involves making right-hand turns, which results in a higher fuel quantity in the right tank than in the left. The right fuel quantity indicator was indicating 3/8 to 1/2 tank of fuel and the left fuel tank was lower when the engine lost power. The pilot and pilot-rated passenger viewed the top of the wings twice after the airplane was fueled: once to install the canopy cover and again to remove the canopy cover. The fuel cap was not checked for security nor was the fuel level visually checked after the airplane was fueled five days prior to the accident.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power due to fuel starvation as a result of the pilot's failure to assure that the fuel tank filler cap was secured prior to flight.

Findings

Aircraft	Fuel - Fluid management Fuel storage - Inadequate inspection (Cause)
Personnel issues	Preflight inspection - Pilot (Cause)

Factual Information

History of Flight

Enroute-cruise	Fuel starvation (Defining event) Loss of engine power (total)
Landing-landing roll	Nose over/nose down

Pilot Information

Certificate:	Commercial	Age:	55, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last Medical Exam:	09/09/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4377 hours (Total, all aircraft), 410 hours (Total, this make and model), 2452 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Other Flight Crew Information

Certificate:	Private	Age:	71, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With Waivers/Limitations	Last Medical Exam:	09/01/2009
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1495 hours (Total, all aircraft), 510 hours (Total, this make and model), 1429 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	C-GZYU
Model/Series:	182 Q	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	182-66301
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	11/07/2009, Annual	Certified Max Gross Wt.:	2950 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2394 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-470
Registered Owner:	Donald Lounsbury	Rated Power:	230 hp
Operator:	Donald Lounsbury	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	CUL, 388 ft msl	Observation Time:	1105 CST
Distance from Accident Site:	5 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	10°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	0° C / -8° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	4 knots, 270°	Visibility (RVR):	
Altimeter Setting:	30.28 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Effingham, IL (1H2)	Type of Flight Plan Filed:	None
Destination:	Effingham, IL (1H2)	Type of Clearance:	None
Departure Time:	0655 CST	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Adopted Date:	03/23/2010
Additional Participating Persons:	J. Warren Smith; FAA-SPI-FSDO; Springfield, IL		
Publish Date:	03/23/2010		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=75143		

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