



National Transportation Safety Board Aviation Accident Data Summary

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|--------------------------------|--------------------------------------|-------------------------|------------|
| Location: | Carmi, IL | Accident Number: | CEN10CA067 |
| Date & Time: | 12/04/2009, 1040 CST | Registration: | C-GZYU |
| Aircraft: | CESSNA 182 | 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.

Flight Events

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

Probable Cause

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-Fluids/misc hardware-Fluids-Fuel-Fluid management
Aircraft-Aircraft systems-Fuel system-Fuel storage-Inadequate inspection - C
Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - C

Pilot Information

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|----------------------------------|--|------------------------------|------|
| Certificate: | Commercial | Age: | 55 |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|----------------------------------|--|------------------------------|------|
| Certificate: | Private | Age: | 71 |
| Airplane Rating(s): | Single-engine Land | Instrument Rating(s): | None |
| Other Aircraft Rating(s): | None | Instructor Rating(s): | None |
| 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

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|---|--------------------------------------|-----------------------------|-----------------|
| Aircraft Manufacturer: | CESSNA | Registration: | C-GZYU |
| Model/Series: | 182 Q | Engines: | 1 Reciprocating |
| Operator: | Donald Lounsbury | Engine Manufacturer: | CONTINENTAL |
| Air Carrier Operating Certificate: | None | Engine Model/Series: | O-470 |
| Flight Conducted Under: | Part 91: General Aviation - Personal | | |

Meteorological Information and Flight Plan

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|---|----------------------------------|-------------------------------------|------------------------------|
| Observation Facility, Elevation: | CUL, 388 ft msl | Weather Information Source: | Weather Observation Facility |
| Conditions at Accident Site: | Visual Conditions | Lowest Ceiling: | None |
| Condition of Light: | Day | Wind Speed/Gusts, Direction: | 4 knots, 270° |
| Temperature: | 0° C / -8° C | Visibility | 10 Miles |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Effingham, IL (1H2) | Destination: | Effingham, IL (1H2) |

Wreckage and Impact Information

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|----------------------------|--------|----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |

Administrative Information

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|--------------------------------------|---|----------------------|------------|
| Investigator In Charge (IIC): | Pamela S Sullivan | Adopted 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 | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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