



National Transportation Safety Board Aviation Accident Data Summary

Location:	Apple Valley, CA	Accident Number:	GAA17CA098
Date & Time:	12/18/2016, 1840 PST	Registration:	N5954B
Aircraft:	CESSNA 182	Injuries:	1 Serious, 1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot of the single-engine airplane reported that, after traveling about 270 nautical miles (nm) to the destination airport, the pilot-controlled lighting would not illuminate when activated. The pilot diverted to an alternate airport that was 40 nm to the northeast, but the pilot reported that runway lighting was not available at the alternate airport. The pilot reported that he decided to fly about 70 nm southwest to another alternate airport, but the engine quit even though the fuel indicator showed that 1/4 tank of fuel remained. He reported that he entered a descending left turn, that he leveled the wings with no flaps, and that the airspeed was about 52 kts. The pilot recalled that the airplane landed hard and nosed over after the nose landing gear and propeller struck a berm. Substantial damage was sustained to both wings, the firewall, and empennage.

During the airplane recovery, the fuel selector was photographed in the right wing tank position. The left tank did not have any fuel in the tank, and the right tank contained about 2 cups of fuel.

According to the Federal Aviation Administration (FAA) avionics inspector present during the examination of the airplane's radios and antennas, no failures or malfunctions were identified.

According to the FAA Airport Facility Directory, both the destination and diversion airports were equipped with medium intensity runway lighting, and the first airport the pilot diverted from was equipped with precision approach path indicator lights. No NOTAMS pertaining to lighting were issued at these airports on the date of the accident.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Flight Events

Enroute - Fuel exhaustion
Emergency descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's mismanagement of the available fuel, which resulted in a loss of engine power and a subsequent hard, off-airport landing and nose-over.

Findings

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	70
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	(Estimated) 4016 hours (Total, all aircraft), 310 hours (Total, this make and model), 4016 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5954B
Model/Series:	182 A	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	KAPV, 3062 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:		Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-7° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Watsonville, CA (WVI)	Destination:	Barstow, CA (DAG)

Airport Information

Airport:	APPLE VALLEY (APV)	Runway Surface Type:	Concrete
Runway Used:	N/A	Runway Surface Condition:	Dry; Rough
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	1 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	34.604722, -117.157778 (est)		

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Adopted Date:	07/20/2017
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=94528		

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.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.