



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Lincoln, Illinois	<b>Accident Number:</b>	GAA18CA421
<b>Date &amp; Time:</b>	July 11, 2018, 14:37 Local	<b>Registration:</b>	N2394G
<b>Aircraft:</b>	Cessna 182	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Aerial observation		

## Analysis

The pilot reported that he departed with 60 gallons of fuel, and about 5 hours into an aerial observation flight, the airplane was not responding to throttle inputs, and he decided to head toward a nearby airport to land. He descended to 2,000 ft, the engine experienced a total power loss, and he realized he was not going to be able to glide to the destination airport. He turned toward a field, and about 50 ft above ground, the airplane started gaining power and climbed to 100 ft. The engine experienced another power loss, and he turned 180° toward the interstate, and the engine surged a second time before losing power again. During the forced landing on the interstate, the airplane struck a car and came to rest in the grass adjacent to the road.

Video provided by the Federal Aviation Administration showed no fuel drained from the left fuel tank and less than 1/2 cup of fuel drained from the right fuel tank.

The airplane sustained substantial damage to the left horizontal stabilizer.

## Probable Cause and Findings

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

The pilot's improper preflight planning, which resulted in fuel exhaustion and a subsequent total loss of engine power.

## Findings

<b>Aircraft</b>	Fuel - Fluid level
<b>Personnel issues</b>	Fuel planning - Pilot
<b>Environmental issues</b>	Ground vehicle - Contributed to outcome

## Factual Information

### History of Flight

<b>Enroute</b>	Fuel exhaustion (Defining event)
<b>Enroute</b>	Loss of engine power (total)
<b>Enroute</b>	Off-field or emergency landing
<b>Landing</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<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 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	July 31, 2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 29, 2017
<b>Flight Time:</b>	(Estimated) 724.5 hours (Total, all aircraft), 30.1 hours (Total, this make and model), 489.7 hours (Pilot In Command, all aircraft), 193.1 hours (Last 90 days, all aircraft), 30.3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N2394G
<b>Model/Series:</b>	182 B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	51694
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	100 hour	<b>Certified Max Gross Wt.:</b>	2348 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Cont Motor
<b>ELT:</b>		<b>Engine Model/Series:</b>	O-470 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAAA,597 ft msl	<b>Distance from Accident Site:</b>	3 Nautical Miles
<b>Observation Time:</b>	19:35 Local	<b>Direction from Accident Site:</b>	212°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	60°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.1 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 21°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lacon, IL (C75 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Lincoln, IL (AAA )	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.195556,-89.304168(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Mike Veselka; FAA; Springfield, IL
<b>Original Publish Date:</b>	March 18, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97760">https://data.nts.gov/Docket?ProjectID=97760</a>

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