



Aviation Investigation Final Report

Location:	Charleston, Mississippi	Accident Number:	CEN24LA118
Date & Time:	February 20, 2024, 13:12 Local	Registration:	N14YY
Aircraft:	Cessna 182P	Aircraft Damage:	Destroyed
Defining Event:	Loss of control in flight	Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot was positioning the airplane for the new owner when it began to yaw left. The pilot added rudder trim to counteract the left yawing tendency of the airplane. During the flight, the pilot stated he twice switched the fuel selector from BOTH to LEFT and on both occasions fuel starvation ensued. The pilot continued the flight with the fuel selector on BOTH and diverted to an airport to avoid running out of fuel. The pilot performed two go-arounds due to the airplane's left yawing tendency. He reported that on the third landing attempt, he knew he needed to land the airplane as he was expecting a loss of engine power due to fuel starvation. He recalled fighting the airplane during the landing and had no memory of what occurred after that.

A witness video showed the airplane approach and attempt two landings at high speed with the nose yawed and with the flaps retracted before it impacted the ground.

Postaccident examination of the airplane revealed the position of the rudder trim could not be determined due to postimpact damage. The fuel system venting was normal except for the left fuel cap, which did not allow proper venting. The restricted venting of the left fuel tank would have reduced fuel flow from the left fuel tank, which was evident by the pilot's description of fuel starvation while the fuel selection was positioned to the left fuel tank. The fuel imbalance would have induced a left rolling tendency due to greater fuel weight in the left fuel tank. The yawed attitude of the airplane during the approaches was likely due to excessive rudder trim. Even though there was a fuel imbalance, the airplane still would have been controllable. There were no other mechanical anomalies that would have precluded normal aircraft operation.

Probable Cause and Findings

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

The pilot's failure to attain/maintain aircraft control during an approach for landing that resulted in an impact with terrain.

Findings

Aircraft	(general) - Not attained/maintained
Aircraft	Fuel distribution - Malfunction

Factual Information

History of Flight

Approach	Loss of control in flight (Defining event)
Landing	Loss of control on ground
Takeoff	Collision with terr/obj (non-CFIT)

On February 20, 2024, at 1312 central standard time, a Cessna 182P, N14YY, was involved in an accident near Marks, Mississippi. The airplane was destroyed. The private pilot sustained serious injuries. The airplane was operated under Title 14 *Code of Federal Regulations* Part 91 as a positioning flight.

The purpose of the flight was for the pilot to position the airplane after it had been purchased by its new owner. The pilot stated that before the accident flight, he flew the airplane with the previous owner to get familiar with the airplane. The pilot said there were no issues with the airplane during the familiarization flight. He planned to fly to Panola County Airport (PMU), Batesville, Mississippi, to refuel.

The pilot stated while en route to PMU, he had to twice add a couple notches of rudder trim because the airplane was tracking to the left. About 30 nautical miles (nm) from PMU, the pilot switched the fuel selector from BOTH to LEFT, and about one minute later, the engine exhibited signs of fuel starvation. The pilot then switched the fuel selector back to BOTH and the engine regained power. About 13 nm from PMU, he again switched the fuel selector to LEFT, and the engine again exhibited signs of fuel starvation. He then switched the fuel selector to BOTH knowing there was good fuel flow in the BOTH position. He decided to divert to Sels Airpot (MMS), Marks, Mississippi, to not run out of fuel.

The pilot stated that on his first attempt to land at MMS, he had difficulty maintaining a straight descent to runway 2. Upon touchdown, the airplane immediately turned left, so he added engine power for a go-around. While trying to line up again for runway 2, he could not maintain a normal straight in approach. He said that it appeared there was no rudder control. When the airplane touched down, the airplane turned to the left and he performed another go-around. The pilot said during the last landing attempt, he was fighting the airplane and had to land because he was expecting a loss of engine power due to fuel starvation. The airplane then impacted terrain off the runway edge and was destroyed by impact forces.

A witness video showed the airplane approach and attempt landings on runway 2 at high speed with the nose yawed left and with the flaps retracted before impact with the ground. The approaches were unstabilized, and the airplane's attitude was uncoordinated. The engine was operating during the approaches.

Postaccident examination of the fuel system revealed that the wing fuel tank caps were Monarch Fuel Caps that were installed under a supplemental type certificate. The left fuel cap did not allow air to be drawn in when suction was applied to the bottom of the cap. The right fuel cap allowed air to be drawn in when suction was applied to the bottom of the cap.

The left and right wing bladder tanks were attached, secured, and exhibited no wrinkles. There was no debris in the left and right wing bladder tanks. The left and right wing forward and aft fuel line outlet screens were unobstructed. Shop air was blow into the left and right wing forward and aft fuel outlets and air exited the gascolator outlet, which was consistent with no blockage and a fuel selector position of BOTH. The gascolator screen and bowl did not contain debris.

The fuel lines leading to and exiting the fuel selector assembly were attached and secure. The fuel selector handle was broken off from the fuel selector input shaft consistent with impact damage. The fuel selector valve position was confirmed to be in the BOTH position. The fuel selector operated with no binding/sticking, and detents were felt through each of the LEFT, RIGHT, BOTH, and OFF positions.

The wing flaps and the cockpit wing flap indicator were in the fully retracted position. Flight control continuity was confirmed from the control surfaces to the cockpit controls.

The cockpit rudder trim indicator exhibited damage consistent with impact and was off its scale. The indicator tip was in the full nose right stop. The rudder trim/nose wheel bungee sprocket was nearly fully rotated to its full nose left trim stop.

The pilot was issued a private pilot certificate with a single engine land rating in 1975. A review of the pilot's logbook, which had its first entry dated May 12, 2022, and its last entry dated January 23, 2024, showed that he accumulated at total flight time of 427.8 hours in all aircraft. He had no entries for flights in a Cessna 182 during this logbook period. The pilot stated on National Transportation Safety Board Pilot/Operator Aircraft Accident/Incident Report, form 6120.1, that he accumulated a total flight time in the accident airplane make and model 9 hours and 4 hours the past 90 days and 4 hours in the past 30 days.

Pilot Information

Certificate:	Private	Age:	68, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 27, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 10, 2022
Flight Time:	431 hours (Total, all aircraft), 9 hours (Total, this make and model), 359 hours (Pilot In Command, all aircraft), 11 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N14YY
Model/Series:	182P	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18261390
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	May 2, 2023 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1431.8 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C91 installed	Engine Model/Series:	O-470-R
Registered Owner:	Norwoods Air, LLC	Rated Power:	230 Horsepower
Operator:	Norwoods Air, LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	CKM,173 ft msl	Distance from Accident Site:	12 Nautical Miles
Observation Time:	13:15 Local	Direction from Accident Site:	270°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.21 inches Hg	Temperature/Dew Point:	19°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Conroe, TX (CXO)	Type of Flight Plan Filed:	None
Destination:	Batesville, MS (PMU)	Type of Clearance:	None
Departure Time:	12:24 Local	Type of Airspace:	Class G

Airport Information

Airport:	Selfs Airport MMS	Runway Surface Type:	Asphalt
Airport Elevation:	162 ft msl	Runway Surface Condition:	Dry
Runway Used:	2	IFR Approach:	None
Runway Length/Width:	3346 ft / 70 ft	VFR Approach/Landing:	Full stop;Go around;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	34,-90(est)

Administrative Information

Investigator In Charge (IIC):	Gallo, Mitchell
Additional Participating Persons:	Brooks Vaughan; Federal Aviation Administration, Jackson Flight Standards District Office; Flowood, MS Ryan Roth; Textron Aviation; Wichita, KS
Original Publish Date:	March 19, 2025
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193823

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).