Aviation Investigation Final Report

Location:	Santa Teresa, New Mexico	**Accident Number:**	CEN13LA571
Date & Time:	September 29, 2013, 15:30 Local	**Registration:**	N3078F
Aircraft:	Cessna 182J	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The pilot reported that he was making a circling descent to the airport after dropping parachutists and that he used carburetor heat during the descent. As the pilot was on the base leg of the landing pattern, close to the turn onto the final leg, the engine lost power. The pilot landed the airplane short of the runway, and the firewall buckled and the nose landing gear bent forward. The operator later functionally tested the engine and it operated normally.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power for reasons that could not be determined because no anomalies were found during the postaccident engine examination.

Findings

Aircraft	(general) - Not specified
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Approach-VFR pattern downwind	Loss of engine power (total) (Defining event)
Emergency descent	Controlled flight into terr/obj (CFIT)

On September 29, 2013, about 1530 mountain daylight time, a Cessna 182J, N3078F, landed short of the runway at Dona Ana County Airport (5T6), Santa Teresa, New Mexico, after the engine lost power. The pilot, the sole occupant on board, was not injured. The airplane was substantially damaged. The airplane was registered to and operated by a private individual under the provisions of 14 Code of Federal Regulations Part 91 as a skydiving flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan had been filed. The local flight originated from 5T6 about 1505.

The pilot told a Federal Aviation Administration inspector that he was returning to the airport after parachutists had exited the airplane. During the descent, he momentarily opened throttle several times to "clear" the engine. Carburetor heat was on throughout the descent. When he went to advance the throttle to level off in the traffic pattern, the engine failed to respond. The pilot immediately turned towards runway 28. The airplane landed short of the runway. Post-accident inspection revealed the firewall was buckled and the nose landing gear was bent forward.

According to the operator, the engine was functionally tested and it operated normally. It was his opinion that when the pilot advanced the throttle to level off, the engine "loaded up" and failed to respond.

Pilot Information

Certificate:	Commercial	**Age:**	30
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	January 19, 2012
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	September 16, 2013
Flight Time:	310 hours (Total, all aircraft), 6 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N3078F
Model/Series:	182J	**Aircraft Category:**	Airplane
Year of Manufacture:	1968	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	18257178
Landing Gear Type:	Tricycle	**Seats:**	4
Date/Type of Last Inspection:	May 30, 2013 Annual	**Certified Max Gross Wt.:**	2800 lbs
Time Since Last Inspection:	20 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	2333 Hrs at time of accident	**Engine Manufacturer:**	Continental Motors
ELT:	Installed, not activated	**Engine Model/Series:**	O-470-R
Registered Owner:	Robert H. Kearn	**Rated Power:**	230 Horsepower
Operator:	Robert H. Kearn	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KELP,3958 ft msl	**Distance from Accident Site:**	28 Nautical Miles
Observation Time:	15:51 Local	**Direction from Accident Site:**	90°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	3 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.11 inches Hg	**Temperature/Dew Point:**	27°C / 1°C
Precipitation and Obscuration:			
Departure Point:	Santa Teresa, NM (5T6)	**Type of Flight Plan Filed:**	None
Destination:	Santa Teresa, NM (5T6)	**Type of Clearance:**	None
Departure Time:	15:05 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	Dona Ana County 5T6	**Runway Surface Type:**	Asphalt
Airport Elevation:	4112 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	28	**IFR Approach:**	None
Runway Length/Width:	8500 ft / 100 ft	**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	31.839729,-106.680145(est)

Administrative Information

Investigator In Charge (IIC):	Scott, Arnold
Additional Participating Persons:	
Original Publish Date:	February 3, 2014
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=88227