



Aviation Investigation Final Report

Location:	Kankakee, Illinois	Accident Number:	CEN16LA235
Date & Time:	June 26, 2016, 15:45 Local	Registration:	N5792B
Aircraft:	Cessna 182	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Skydiving		

Analysis

The commercial pilot reported that, after dropping off skydivers, he made a rapid spiraling descent back to the airport. The pilot added that, because the wind had changed such that it resulted in a tailwind, he initiated a go-around during the landing approach; however, when he advanced the throttle, the engine initially surged and then lost power. The pilot made a forced landing in a corn field near the end of the runway.

After the accident, the pilot drained about 7 gallons of fuel from the airplane. Fuel was present in the carburetor, but the gascolator bowl was empty. No other anomalies were noted. It is likely that the low level of fuel unported during the rapid spiraling descent, which led to the subsequent fuel starvation to the engine.

Probable Cause and Findings

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

Aa total loss of engine power due to fuel starvation, which resulted from the low level of fuel unporting during a rapid spiraling descent.

Findings

Aircraft

Fuel - Fluid level

Factual Information

History of Flight

Initial climb	Fuel starvation (Defining event)
Landing-flare/touchdown	Collision with terr/obj (non-CFIT)

On June 26, 2016, about 1545 central daylight time, a Cessna 182, N5792B, collided with the terrain during a forced landing in a corn field south of the Greater Kankakee Airport (IKK), Kankakee, Illinois. The pilot was not injured. The airplane received substantial damage to the left wing. The aircraft was registered to and operated by Jacquin Aviation, Inc., as a skydiving flight under the provisions of 14 Code of Federal Regulations Part 91. Visual meteorological conditions prevailed for the flight, which not operated on a flight plan. The flight originated from IKK about 1515.

The pilot reported the accident occurred on the 4th flight of the day. He dropped the skydivers and returned to the airport lining up to land on runway 16, which he had previously used. During the approach, the pilot noticed the wind direction had changed and he now had a tailwind. The pilot initiated a go-around from an altitude of about 200 ft above ground level. He raised the flaps to 30° and advanced the throttle. He reported there was an initial surge in power, then the engine stopped developing power. The pilot made a right turn and landed the airplane in a corn field on the south side of the airport.

A Federal Aviation Administration (FAA) inspector arrived on scene as the pilot was draining the fuel from the airplane. The pilot drained about 7 gallons of fuel from the airplane. The FAA inspector stated there was some fuel in the carburetor bowl when he removed the plug, but the gascolator was empty. No other anomalies were noted which would have resulted in a loss of engine power. The pilot reported he used the carburetor heat during the landing approach and turned it off when he initiated the go-around.

The pilot speculated that the low level of fuel most likely unported during his rapid spiraling descent after dropping the skydivers which resulted in fuel starvation to the engine.

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 18, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	5810 hours (Total, all aircraft), 1650 hours (Total, this make and model), 60 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5792B
Model/Series:	182 F	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	33792
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	March 15, 2016 Annual	Certified Max Gross Wt.:	2550 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	7900 Hrs	Engine Manufacturer:	CONT MOTOR
ELT:	C91 installed, not activated	Engine Model/Series:	O-470 SERIES
Registered Owner:	JACQUIN AVIATION INC	Rated Power:	0 Horsepower
Operator:	JACQUIN AVIATION INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	IKK,629 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	19:15 Local	Direction from Accident Site:	224°
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	7 miles
Lowest Ceiling:	Broken / 3700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	24°C / 22°C
Precipitation and Obscuration:	Light - Thunderstorm - Rain		
Departure Point:	Kankakee, IL (IKK)	Type of Flight Plan Filed:	None
Destination:	Kankakee, IL (IKK)	Type of Clearance:	None
Departure Time:	15:15 Local	Type of Airspace:	Class E

Airport Information

Airport:	GREATER KANKAKEE IKK	Runway Surface Type:	Asphalt
Airport Elevation:	629 ft msl	Runway Surface Condition:	Unknown
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	4398 ft / 75 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:	41.061389,-87.838607(est)

Administrative Information

Investigator In Charge (IIC):	Sullivan, Pamela
Additional Participating Persons:	Victor Liberatore; FAA; West Chicago, IL
Original Publish Date:	September 6, 2017
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=93490

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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](#).