

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA002

N357HT-FUEL SYSTEM AND ENGINE EXAM

November 7, 2023

A. ACCIDENT

Location: Olathe, Kansas
Date: October 1, 2023
Time: 1302 CDT
1802 Zulu
Airplane: Cessna 182R

B. N357HT-FUEL SYSTEM AND ENGINE EXAM

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C. SUMMARY

On October 1, 2023, about 1302 central daylight time, a Cessna 182R airplane, N357HT, was substantially damaged when it was involved in an accident at the Johnson County Executive Airport (KOJC) in Olathe, Kansas. After an uneventful flight from Newton City Airport (KEWK) in Newton, Kansas, the pilot entered the downwind for runway 18 at KOJC, checked that the mixture was full rich, and advanced the propeller to high rpm. When he turned onto final approach, he added power because he was too low; however, there was no engine response to his throttle input, and the airplane continued to descend. The airplane touched down just short of the runway and flipped over when the nosewheel contacted the approach end of the runway surface. The airplane came to rest inverted on the approach end of runway 18. The pilot was not injured.

When the airplane was removed from the runway, it was noted that no fuel was leaking from the fuel tanks. The fuel tanks were drained before the wings were removed for aircraft transport to Dodson Aircraft Services. It was noted that 45 gallons of fuel was drained from the right fuel tank, and none was drained from the left fuel tank. The pilot stated that he turned the fuel selector valve to the off position after the accident and that he thought the valve was selected to the both position during the flight.

The airplane was transported to Dodson Aircraft Services in Rantoul, Kansas for the examination that took place on November 2, 2023.

D. DETAILS OF THE EXAMINATION

1.0 Fuel System Exam

The fuel selector valve was removed from the airplane, visually inspected, and operated by hand to confirm correct porting operation. All detents were confirmed, and there were no obstructions. The fuel system (feed and vent lines) from each fuel tank to the IO-470 engine fuel injection ports were found to be clear of obstructions. The fuel collector tank between the fuel selector valve and the fuel strainer were unobstructed. The fuel tanks did not exhibit any signs of compromise (no holes or visible cracks).

2.0 Engine Exam

The engine mount was broken, so the engine could not be run. The cylinders were not damaged. All fuel and oil lines were secure. The throttle, mixture, and propeller governor control positions on the engine were continuous to the cockpit controls. There was oil in the sump. All spark plugs were removed and inspected and were found to be unremarkable. Spark plug electrodes did not appear to be damaged. The fuel pump was removed, and drive coupling was unremarkable. The crankshaft rotated freely. The rocker boxes were removed, and all pistons moved freely. Rocker arm movement was observed on all cylinders for intake and exhaust. Thumb compressions and suction was obtained all on cylinders. A spark was observed on all ignition harness leads.

Submitted by:

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Air Safety Investigator