Aviation Investigation Final Report

Location:	Portland, Maine	**Accident Number:**	BFO92FA093
Date & Time:	July 9, 1992, 09:50 Local	**Registration:**	CGTCM
Aircraft:	CESSNA U206F	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 Fatal, 1 Minor
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT WAS EN ROUTE WHEN HE NOTED A PARTIAL LOSS OF ELECTRICAL POWER AND THAT THE FUEL GAGE WAS DE-ENERGIZED. HE CONTINUED THE FLIGHT, BUT DURING AN ILS RUNWAY 29 APPROACH AT THE DESTINATION, A TOTAL LOSS OF ELECTRICAL POWER OCCURRED. THE PILOT DECIDED TO DESCEND BELOW THE CLOUDS INTO VMC, WHICH HE ENCOUNTERED AT ABOUT 400 FEET MSL OVER CASCO BAY. HE STATED THAT HE WAS READING A CHART TO LOCATE THE DESTINATION AIRPORT, WHEN THE ENGINE LOST POWER. THE PILOT DITCHED THE AIRPLANE IN THE BAY, ESCAPED FROM THE AIRPLANE, AND WAS RESCUED BY COAST GUARD, BUT THE PASSENGER DID NOT ESCAPE FROM THE AIRPLANE. DURING AN EXAMINATION OF THE AIRPLANE, ABOUT 15 GALLONS OF FUEL WAS DRAINED FROM THE LEFT TANK AND ABOUT ONE HALF GALLON WAS DRAINED FROM THE RIGHT TANK. THE FUEL SELECTOR WAS FOUND POSITIONED TO THE RIGHT TANK. THE REASON FOR THE LOSS OF ELECTRICAL POWER WAS NOT VERIFIED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER IN-FLIGHT PLANNING/DECISION BY THE PILOT, RESULTING IN FUEL STARVATION DUE TO IMPROPER POSITIONING OF THE FUEL SELECTOR. FACTORS RELATED TO THE ACCIDENT WERE: AN UNDETERMINED ELECTRICAL FAILURE, AND LOSS OF FUEL QUANTITY INDICATION.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings
1. (F) ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: CRUISE

Findings
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
4. (C) FLUID,FUEL - STARVATION
5. (C) FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
6. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #3: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Findings
7. EMERGENCY PROCEDURE - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4: DITCHING
Phase of Operation: LANDING

Findings
8. TERRAIN CONDITION - WATER,ROUGH

Factual Information

Pilot Information

Certificate:	Commercial	**Age:**	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
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 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	September 1, 1991
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:	430 hours (Total, all aircraft), 35 hours (Total, this make and model), 210 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	**Registration:**	CGTCM
Model/Series:	U206F U206F	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	U206-01825
Landing Gear Type:	Tricycle	**Seats:**	6
Date/Type of Last Inspection:	January 2, 2000 Annual	**Certified Max Gross Wt.:**	3600 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	CONTINENTAL
ELT:	Installed, not activated	**Engine Model/Series:**	IO-520-F
Registered Owner:	DANIEL GILBERT	**Rated Power:**	280 Horsepower
Operator:	DANIEL GILBERT	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PWM ,99999 ft msl	**Distance from Accident Site:**	2 Nautical Miles
Observation Time:	10:37 Local	**Direction from Accident Site:**	290°
Lowest Cloud Condition:	Unknown / 400 ft AGL	**Visibility**	1 miles
Lowest Ceiling:	Overcast / 400 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	10 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	180°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	16°C / 16°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ST GEORGES,CD , OF (SW3)	**Type of Flight Plan Filed:**	IFR
Destination:	PORTLAND , ME (PWM)	**Type of Clearance:**	IFR
Departure Time:	08:30 Local	**Type of Airspace:**	Class E

Airport Information

Airport:	PORTLAND INTERNATIONAL PWM	**Runway Surface Type:**	
Airport Elevation:		**Runway Surface Condition:**	
Runway Used:	29	**IFR Approach:**	ILS
Runway Length/Width:		**VFR Approach/Landing:**	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Fatal	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Fatal, 1 Minor	**Latitude, Longitude:**	43.65816,-70.259815(est)

Administrative Information

Investigator In Charge (IIC):	Jones, Dennis
Additional Participating Persons:	EDWARD JOHNSON; PORTLAND , ME GEORGE HOLLINGSWORTH; MOBILE , AL
Original Publish Date:	April 7, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=11728