



Aviation Investigation Final Report

Location:	EVELETH, Minnesota	Accident Number:	CHI83LA439
Date & Time:	September 25, 1983, 11:15 Local	Registration:	N7169Q
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

WHILE RETURNING FROM A FISHING TRIP IN ONTARIO, CANADA, THE PLT LANDED AT CRANE LAKE, MN, WHERE HE CLEARED CUSTOMS & HAD 10 GAL OF FUEL ADDED TO THE RIGHT FUEL TANK. HE THEN FLEW TO EVELETH, MN, APRX 90 MI AWAY. FROM EVELETH, HE PROCEED TOWARD ELY LAKE, MN. WHEN HE WAS APRX 3 MI FROM ELY LAKE, THE ENG LOST POWER AS HE STARTED A DESCENT. HE SWITCHED FUEL TANKS & TRIED TO START THE ENG, BUT WAS UNABLE. REPORTEDLY, THE LEFT FUEL GAUGE WAS INDICATING THE TANK WAS STILL 3/4 FULL WHEN THE ENG LOST POWER. DURING AN APCH TO LAND IN A WATER FILLED, PIT MINE, THE ACFT WAS SLOWED TO NEAR THE STALL SPEED AS THE PLT FLEW OVER POWER LINES. HE THEN DOVE THE PLANE TOWARD THE WATER & FLARED, BUT REPORTEDLY, THE PLANE STALLED WHEN IT WAS APRX 5 FT ABOVE THE WATER. DURING TOUCHDOWN, THE RIGHT FLOAT COLLAPSED & THE SPREADER BAR, THE RIGHT WING TIP & PROPELLER WERE DAMAGED. A INVESTIGATION REVEALED THE ENG LOST POWER DUE TO A LACK OF FUEL.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: DESCENT - NORMAL

Findings

1. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. (F) MANEUVER - PERFORMED - PILOT IN COMMAND
7. (F) PROPER GLIDEPATH - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4: OTHER GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. (F) LANDING GEAR,FLOAT ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	May 11, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2721 hours (Total, all aircraft), 39 hours (Total, this make and model), 2721 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7169Q
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	N7169Q
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	April 1, 1983 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	39 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1485 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	IO-520F
Registered Owner:	M&J CONCEPTS, INC.	Rated Power:	300 Horsepower
Operator:	JOHN E. NYLANDER	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CRANE LAKE , MN	Type of Flight Plan Filed:	None
Destination:	ELY LAKE , MN	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	47.459087,-92.5391(est)

Administrative Information

Investigator In Charge (IIC): Siegman, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12354>

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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](#).