



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC83LA170
Date & Time:	September 12, 1983, 20:45 Local	Registration:	N8273G
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT COLLIDED WITH WIRES AND CRASHED TAIL FIRST INVERTED DURING A FORCED LANDING AFTER THE ENGINE STOPPED. THE PLT SAID HE WAS DESCENDING FROM 1200 FT TO 600 FT FOR FT HOOD SEGMENT WHEN ENGINE QUIT. THE WEATHER WS VMC. THE PLT TRIED TO MAKE IT TO MUD FLATS WITH HIS FLOAT PLANE BUT APPEARED TO BE SHORT SO HE DIVERTED TO AN OPEN AREA. HE SAW THE WIRES TOO LATE. THE PILOT BELIEVED HE MAY HAVE RUN A TANK DRY BEFORE SWITCHING THE TANK SELECTOR.

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. (F) FLUID,FUEL - STARVATION
2. (C) FUEL SUPPLY - INATTENTIVE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 3. (F) OBJECT - WIRE, TRANSMISSION
- 4. (F) LIGHT CONDITION - DARK NIGHT

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	36, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 30, 1983
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	550 hours (Total, all aircraft), 81 hours (Total, this make and model), 380 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N8273G
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603785
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	March 20, 1983 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	28 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1200 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated	Engine Model/Series:	IO-520-A
Registered Owner:	RICHARD ANSCHUETZ	Rated Power:	285 Horsepower
Operator:		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:	Night/dark
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	8°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (ANC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	20:15 Local	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		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:	61.220966,-149.850158(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4171>

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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](#).