



Aviation Investigation Final Report

Location:	COLD FOOT, Alaska	Accident Number:	ANC84LA118
Date & Time:	July 19, 1984, 15:23 Local	Registration:	N3948G
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE ACFT WAS DAMAGED IN A FORCED LANDING ON A ROAD AFTER THE ENGINE QUIT. AFTER THE ACCIDENT THE ACFT FUEL SYSTEM WAS EXAMINED BY AN FAA INSPECTOR. THE FUEL/AIR SCREEN WAS FOUND TO BE CONTAMINATED WITH DIRT. THE INJECTOR SCREEN AND THE MAIN FUEL STRAINER WAS CONTAMINATED WITH BOTH DIRT AND WATER. THE RT WING PUMP DRAIN HAD DIRT IN THE VALVE. BOTH FUEL RESERVOIRS WERE CONTAMINATED WITH DIRT AND LARGE AMOUNTS OF WATER.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM - DIRTY(FOGGY)
 2. (C) FUEL SYSTEM - WATER
 3. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
 4. (C) MAINTENANCE,INSPECTION - INADEQUATE - COMPANY MAINTENANCE PERSONNEL
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. (C) GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	41, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	None Valid Medical--no waivers/lim.	Last FAA Medical Exam:	December 6, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	10300 hours (Total, all aircraft), 250 hours (Total, this make and model), 10200 hours (Pilot In Command, all aircraft), 207 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3948G
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	U206-0948
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	44 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-284-A
Registered Owner:	AURORA AIR SERVICE	Rated Power:	285 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
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:	Unknown / 2500 ft AGL	Visibility	25 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	COLD FOOT , AK	Type of Flight Plan Filed:	Company VFR
Destination:	TOBIN CREEK , AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Lagger, Alvin
Additional Participating Persons: ; FAIRBANKS , AK

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4325>

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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](#).