



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

# Aviation Investigation Final Report

<b>Location:</b>	Pingree, Idaho	<b>Accident Number:</b>	SEA01LA110
<b>Date &amp; Time:</b>	June 1, 2001, 13:15 Local	<b>Registration:</b>	CFDGH
<b>Aircraft:</b>	Cessna 172M	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot departed Edmonton, Canada, with his passenger in the Cessna 172M, with 48 gallons of usable fuel aboard. The trip included 2 stops before terminating at the end of the first day having flown 3 hours and 34 minutes. The pilot added 12 gallons of fuel at his stopover. The following day he and his passenger departed on the next leg of the trip (Great Falls, MT, to Pocatello, ID). The engine quit after not less than 6 hours 51 minutes of operation on a total of 60 gallons of usable fuel. On site examination revealed no evidence of fuel in either fuel tank or spilled/leaked at the site, and only 4.5 ounces of fuel were retrieved from fuel lines. The landing site was characterized by soft furrows in a field and the furrows were observed to change direction (from parallel) during the ground roll of the aircraft. The pilot reported in a written statement that "...The pilot had thoughts of landing at Idaho Falls but decided to fly as flight planned...!"

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight decision by failing to refuel while en route, resulting in fuel exhaustion and the loss of engine power.

## Findings

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

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING

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Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

## Factual Information

On June 1, 2001, approximately 1315 mountain daylight time, a Cessna 172M, C-FDGH, registered to Dan Air Limited, and being flown by a Canadian certificated commercial pilot, was substantially damaged when it nosed over during a forced landing following a total loss of power while on a descent for landing near Pingree, Idaho. The pilot and passenger were uninjured. Visual meteorological conditions existed and a VFR flight plan was in effect. The flight, which was personal, was operated under 14 CFR 91 and, according to the pilot, departed from Great Falls, Montana, at 0954 on the morning of the accident.

The pilot reported that he departed Edmonton (CYXD), Alberta, with full fuel (48 gallons useable) stopping at Drumheller (CEG4), Alberta, Cut Bank (KCTB), Montana, and finally Great Falls (KGTF), Montana. He then reported purchasing 12 gallons of fuel and departed for Pocatello, Idaho. Approximately 20 miles out of Pocatello the engine abruptly stopped and the pilot was unable to achieve a restart. He executed a forced landing in a potato field. During the rollout, the soft dry furrows in the field changed orientation slightly and the aircraft nosed over.

The pilot reported in his statement (NTSB Form 6120.1/2) the following flight times and fuel loads associated with the trip:

FLIGHT LEG:	TIME EN ROUTE*:	FUELING:
CYXD-CEG4	1 hrs 10 minutes	Departed with 48 gallons usable
CEG4-KCTB	1 hrs 35 minutes	No fuel added
KCTB-KGTF	0 hrs 49 minutes	12 gallons fuel added
KGTF-SITE	3 hrs 16 minutes	

TOTALS: 6 hrs 51 minutes 60 gallons usable

\*Does not include taxi and run up time.

The pilot further reported in his statement: "...At approximately 13:00, shortly after passing Dubois VOR, Idaho Falls tower frequency was tuned in. The pilot had thoughts of landing at Idaho Falls but decided to fly as flight planned! FSS was then contacted to extend flight plan by 30 minutes. C-FDGH commenced to descend out of 8,500 feet. At twenty (20) statute [sic] miles out, Pocatello tower was contacted with the intention to land. When out of 7,000 feet and about fifteen statute [sic] miles from Pocatello, the engine quit...."

A Federal Aviation Administration Inspector from the Salt Lake City Flight Standards District Office examined the aircraft and it was subsequently recovered from the accident site and transported to the Pocatello Airport. During the examination and recovery process no fuel

spillage was noted, and no fuel was found within either wing tank. There was no evidence of a fuel spill at the site and no odor of fuel. The 5/8 inch diameter fuel supply line between the gascolator and carburetor was removed and approximately 4.5 ounces of fuel was retrieved (refer to attached statement).

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 11, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	January 17, 2001
<b>Flight Time:</b>	850 hours (Total, all aircraft), 45 hours (Total, this make and model), 710 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	CFDGH
<b>Model/Series:</b>	172M	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	17260775
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 15, 2000 100 hour	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	58 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7976 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-320-E2D
<b>Registered Owner:</b>	Dan Air Limited	<b>Rated Power:</b>	150 Horsepower
<b>Operator:</b>	Danyluk, Victor	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PIH,4449 ft msl	<b>Distance from Accident Site:</b>	13 Nautical Miles
<b>Observation Time:</b>	12:56 Local	<b>Direction from Accident Site:</b>	175°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.92 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Great Falls, MT (GTF )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Pocatello, ID (PIH )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	09:54 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	43.120037,-112.599075(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	McCreary, Steven
<b>Additional Participating Persons:</b>	John E Richter; FAA Flight Standards District Office; Salt Lake City, UT
<b>Original Publish Date:</b>	August 26, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=52404">https://data.nts.gov/Docket?ProjectID=52404</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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