Aviation Investigation Final Report

Location:	Iliamna, Alaska	**Accident Number:**	ANC03CA088
Date & Time:	June 25, 2003, 15:30 Local	**Registration:**	N930TG
Aircraft:	de Havilland DHC-2	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The solo commercial certificated pilot was departing from a remote lake in a float-equipped airplane. The pilot reported that this was the first time he had been assigned to fly the accident airplane, and that the airplane's main fuel valve was different than that of any other DHC-2 he had previously flown. Prior to takeoff, he placed the fuel selector valve in the "up" position, believing he had selected the center fuel tank. Just after takeoff, as the airplane climbed to about 30 feet above the water, the engine lost all power, and the airplane descended and struck a gravel-covered road at the departure end of the lake. The airplane sustained substantial damage to the fuselage. The pilot noted that a postaccident inspection of the airplane revealed that when he placed the fuel valve in the "up" position, he inadvertently selected the "off" position. The pilot added that the operator did not inform him of the differences associated with the accident airplane's fuel valve.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's incorrect selection of the fuel selector valve position during takeoff which resulted in fuel starvation. A factor associated with the accident was inadequate transition training provided to the pilot by the company/operator management.

Findings

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

Findings
1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - INCORRECT - PILOT IN COMMAND
3. (F) INADEQUATE TRANSITION/UPGRADE TRAINING - COMPANY/OPERATOR MANAGEMENT

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings
4. TERRAIN CONDITION - ROADWAY/HIGHWAY

Factual Information

On June 25, 2003, about 1530 Alaska daylight time, a float-equipped de Havilland DHC-2 airplane, N930TG, sustained substantial damage when it collided with a gravel-covered road following a loss of engine power on takeoff from a lake located adjacent to the Iliaska Lodge, Iliamna, Alaska. The airplane was being operated by Iliaska Lodge as a visual flight rules (VFR) business flight under Title 14, CFR Part 91, when the accident occurred. The solo commercial certificated pilot was not injured. Visual meteorological conditions prevailed, and a VFR flight plan was in effect. The flight originated at the accident lake, about 1525.

During a telephone conversation with a National Transportation Safety Board investigator on August 4, the pilot reported that he was positioning the airplane in order to pick up a group of passengers who were clients of Iliaska Lodge. He said that this was the first time he had been assigned to fly the accident airplane, and that the airplane's main fuel valve was different than that of any other DHC-2 he had previously flown. The pilot stated that prior to takeoff, he placed the fuel selector valve in the "up" position, believing he had selected the center fuel tank. Just after takeoff, as the airplane climbed to about 30 feet above the water, the engine lost all power, and the airplane descended and struck a gravel-covered road at the departure end of the lake. The airplane sustained substantial damage to the fuselage.

The pilot noted that a postaccident inspection of the airplane revealed that when he placed the fuel valve in the "up" position, he inadvertently selected the "off" position. The pilot added that the operator did not inform him of the differences associated with the accident airplane's fuel valve.

Pilot Information

Certificate:	Commercial	**Age:**	64,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
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 2 Valid Medical--w/ waivers/lim	**Last FAA Medical Exam:**	April 4, 2003
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	4470 hours (Total, all aircraft), 1100 hours (Total, this make and model), 4320 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	**Registration:**	N930TG
Model/Series:	DHC-2	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1041
Landing Gear Type:	Float	**Seats:**	
Date/Type of Last Inspection:		**Certified Max Gross Wt.:**	5090 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:		**Engine Manufacturer:**	Pratt & Whitney
ELT:		**Engine Model/Series:**	985
Registered Owner:	Iliaska Lodge	**Rated Power:**	450 Horsepower
Operator:		**Operating Certificate(s) Held:**	None

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:		**Visibility**	
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:		**Temperature/Dew Point:**	
Precipitation and Obscuration:			
Departure Point:	Iliamna, AK (ILI)	**Type of Flight Plan Filed:**	VFR
Destination:	Iliamna, AK (ILI)	**Type of Clearance:**	None
Departure Time:	15:30 Local	**Type of Airspace:**	Class G

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:**	59.756389,-154.901672

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	
Original Publish Date:	November 25, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=57647