



Aviation Investigation Final Report

Location:	MILLINOCKET, Maine	Accident Number:	NYC82FNC09
Date & Time:	May 6, 1982, 16:00 Local	Registration:	N60166
Aircraft:	CESSNA U206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

BEFORE DEPARTING SMITH POND, MAINE, THE PILOT CHECKED THE FUEL AND ESTIMATED HE HAD BETWEEN 30 AND 40 GALLONS ON BOARD. HE FLEW TO WATERVERILLE, THEN TO KATACHDINE LAKE, AND WAS ON THE NEXT LEG OF THE FLIGHT WHEN THE ENGINE LOST POWER. HE SWITCHED TANKS AND THE ENGINE STARTED FOR A FEW SECONDS, THEN LOST POWER AGAIN. THIS OCCURRED OVER LEVEL TERRAIN COVERED WITH TREES, BUT WITH NO CLEARING. THE FLOAT PLANE WAS BADLY DAMAGED DURING A FORCED LANDING IN THE WOODED AREA. THE PILOT STATED THAT THIS WAS A NEWLY PURCHASED AIRCRAFT AND THE FUEL GAUGES READ FULL AT THE TIME OF THE ACCIDENT. THE PILOT SUSPECTED A PROBLEM WITH THE FUEL TANK VENTS. HOWEVER, AN INSPECTION REVEALED THEY WERE CLEAN AND HAD NO SIGNS OF BLOCKAGE. THE AIRCRAFT HAD TRAVELED ABOUT 216 MILES AFTER DEPARTING SMITH POND. THE ESTIMATED CRUISE SPEED WITH FLOATS WAS ABOUT 110 MPH. THE PILOT REPORTED THAT THE FUEL FLOW METER WAS INDICATING ABOUT 15 GAL/HR IN FLIGHT. THE ENGINE RAN SATISFACTORILY DURING AN OPERATIONAL CHECK ON 5/27/82.

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: CRUISE - NORMAL

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - ERRATIC
3. (C) FLUID,FUEL - EXHAUSTION
4. (C) FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH AIRCRAFT - 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

6. (F) TERRAIN CONDITION - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	35, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	October 1, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2560 hours (Total, all aircraft), 1 hours (Total, this make and model), 2415 hours (Pilot In Command, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N60166
Model/Series:	U206 U206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20602013
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3587 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	MILLINOCKET LAKE FLYING SERVIC	Rated Power:	280 Horsepower
Operator:	MILLINOCKET LAKE FLYING SERVIC	Operating Certificate(s) Held:	
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:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	70°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SMITH POND , ME	Type of Flight Plan Filed:	None
Destination:	NEW EGYPT , NJ	Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

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):

Additional Participating Persons:

Original Publish Date: May 6, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71710>

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.

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](#).