



Aviation Investigation Final Report

Location:	Beluga, Alaska	Accident Number:	ANC11LA103
Date & Time:	September 15, 2011, 12:30 Local	Registration:	N1779R
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot of the on-demand passenger flight was taking off from a lake in a float-equipped, single-engine airplane. During takeoff/initial climb, the engine lost all power. There was no suitable place to land, and the pilot concentrated on landing the airplane straight ahead, as slow as possible. During the subsequent emergency landing, the airplane collided with terrain in a boggy area, sustaining substantial damage to the fuselage and right wing. The pilot said that, prior to takeoff, the airplane had been in a left step turn and that the left fuel tank had been selected for the takeoff. After the airplane was recovered, with the engine still attached to the fuselage, a new propeller installed, and a clean fuel supply provided, the engine was test run. The engine was run at varying rpms, and a magneto check was completed. No engine anomalies were found.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power for an undetermined reason.

Findings

Aircraft	(general) - Inoperative
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Initial climb	Loss of engine power (total) (Defining event)
Emergency descent	Collision with terr/obj (non-CFIT)

On September 15, 2011, about 1230 Alaska daylight time, a Cessna U206G airplane, N1779R, sustained substantial damage when it collided with terrain, following a loss of engine power during takeoff initial climb, about 33 miles northwest of Beluga, Alaska. The airplane was operated by Regal Air, Anchorage, Alaska, as a visual flight rules (VFR) passenger flight under the provisions of 14 Code of Federal regulations Part 135, when the accident occurred. The airline transport pilot and the two passengers were not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The flight was bound for Anchorage.

In a written statement to the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) dated September 16, the pilot reported that after crossing the departure end of the lake, about 200 feet above ground level, the airplane's engine sputtered and died. He said he concentrated on landing the airplane straight ahead, as slow as possible. The airplane collided with terrain in a boggy area, sustaining substantial damage to the fuselage and right wing.

During a telephone conversation with the IIC on September 17, the pilot said prior to takeoff the airplane had been in a left step turn, and that the left fuel tank had been selected for takeoff.

The airplane was recovered to an aviation repair facility near Wasilla, Alaska, and on October 7, with the engine still attached to the fuselage, a new propeller installed, and a clean fuel supply provided, the engine was test run. The engine was run at varying rpm, and a magneto check was completed. No engine anomalies were found.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	46, 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:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	March 7, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 19, 2011
Flight Time:	4611 hours (Total, all aircraft), 211 hours (Total, this make and model), 4103 hours (Pilot In Command, all aircraft), 337 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1779R
Model/Series:	U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604379
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	September 14, 2011 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	15152 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO 520 SERIES
Registered Owner:	LAUGHLIN ACQUISITIONS LLC	Rated Power:	350 Horsepower
Operator:	Alaska Skyways Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Regal Air	Operator Designator Code:	METC

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	10 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	Beluga, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Anchorage, AK (PALH)	Type of Clearance:	None
Departure Time:	12:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	55.919803,-159.490875(est)

Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Laurie Ammetta; FAA FSDO-03; Anchorage, AK
Original Publish Date:	May 21, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=81804

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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](#).