



Aviation Investigation Final Report

Location:	Braithwaite, Louisiana	Accident Number:	CEN14LA425
Date & Time:	August 13, 2014, 09:30 Local	Registration:	N2272X
Aircraft:	Cessna U206E	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	3 Minor, 1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that the flight was uneventful until the engine began running roughly as he maneuvered the airplane toward the intended destination. The pilot added that he immediately identified that the right fuel tank was likely running low on fuel; however, as he changed the fuel selector positions, the airplane experienced a total loss of engine power. Due to the airplane's low altitude, about 500 ft above the ground, the pilot decided to make an immediate forced landing to a nearby road; however, as he approached the road, he saw an approaching vehicle, and, in response, he attempted to land before reaching the road. During the forced landing, the airplane collided with a power line that the pilot reported he never saw.

The pilot stated that he had departed with 70 gallons of fuel that was evenly distributed between both wing fuel tanks. Additionally, he stated that the airplane had been drawing fuel from the right fuel tank for the entire flight, which was 2 hours 15 minutes long, and that he did not switch fuel tanks until the engine began running roughly. The pilot added that the total loss of engine power was due to his mismanagement of the fuel system, which resulted in fuel starvation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's mismanagement of the fuel system, which resulted in a total loss of engine power due to fuel starvation and the subsequent forced landing.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Fuel - Fluid management
Environmental issues	Wire - Awareness of condition

Factual Information

History of Flight

Maneuvering-low-alt flying	Fuel starvation
Maneuvering-low-alt flying	Loss of engine power (total) (Defining event)
Landing	Off-field or emergency landing
Landing	Collision with terr/obj (non-CFIT)

On August 13, 2014, about 0930 central daylight time, a Cessna model U206E airplane, N2272X, was substantially damaged when it collided with power lines and terrain during a forced landing near Braithwaite, Louisiana. The airline transport pilot was not injured and his three passengers sustained minor injuries. The airplane was registered to and operated by Southern Seaplane Inc. under the provisions of 14 Code of Federal Regulations Part 135 with a company visual flight rules flight plan. Day visual meteorological conditions prevailed for the local area observation flight that departed at 0715 from Southern Seaplane Airport (65LA) near Belle Chasse, Louisiana.

The pilot reported that the accident flight was uneventful until the engine began running rough as he maneuvered toward the intended destination (65LA) at an altitude of 500 feet above the ground. The pilot reported that he immediately identified that the right fuel tank was likely running low on fuel; however, as he changed the fuel selector positions, the airplane experienced a total loss of engine power. Due to the airplane's low altitude, the pilot decided to make an immediate forced landing to a nearby road; however, as he approached the road, the pilot saw an approaching vehicle, and in response, he attempted to land before reaching the road. During the forced landing, the airplane collided with a power line that the pilot reportedly never saw. The left wing leading edge, both wing support struts, and the aft fuselage were damaged during the forced landing. The pilot reported that he had departed with 70 gallons of fuel, evenly distributed between both wing fuel tanks. Additionally, he stated that the airplane had been drawing fuel from the right fuel tank for the entire accident flight, which was 2 hours 15 minutes in duration, and that he did not switch fuel tanks until the engine began running rough. The pilot reported that the total loss of engine power was due to his mismanagement of the fuel system, which resulted in fuel starvation.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 3, 2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 12, 2014
Flight Time:	7522 hours (Total, all aircraft), 253 hours (Total, this make and model), 5970 hours (Pilot In Command, all aircraft), 149 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N2272X
Model/Series:	U206E	Aircraft Category:	Airplane
Year of Manufacture:	1970	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206-01556
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	May 27, 2014 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	52 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	16831 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	IO-550-F6B
Registered Owner:	Southern Seaplane Inc.	Rated Power:	300 Horsepower
Operator:	Southern Seaplane Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	NBG,2 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	09:55 Local	Direction from Accident Site:	70°
Lowest Cloud Condition:		Visibility	8 miles
Lowest Ceiling:	Broken / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	29°C / 22°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Belle Chasse, LA (65LA)	Type of Flight Plan Filed:	Company VFR
Destination:	Belle Chasse, LA (65LA)	Type of Clearance:	VFR
Departure Time:	07:15 Local	Type of Airspace:	Class D

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor, 1 None	Latitude, Longitude:	29.84361,-89.979446(est)

Administrative Information

Investigator In Charge (IIC):	Fox, Andrew
Additional Participating Persons:	Lisa A Cotham; Federal Aviation Administration - Baton Rouge FSDO; Baton Rouge, LA
Original Publish Date:	January 21, 2016
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=89866

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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](#).