Aviation Investigation Final Report

Location:	Port Alsworth, Alaska	**Accident Number:**	ANC15CA030
Date & Time:	May 26, 2015, 18:42 Local	**Registration:**	N888KD
Aircraft:	Cessna U206G	**Aircraft Damage:**	Substantial
Defining Event:	Fuel exhaustion	**Injuries:**	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot reported that while on a cross-country flight, in a single engine airplane, and as the airplane was about 30 miles from the destination, the engine began to surge and lose power. In an attempt to restore full engine power, he switched the fuel selector valve from the right fuel tank to the left tank, placed the fuel mixture to the full rich position, and turned on the auxiliary engine fuel boost pump. He said that the engine regained full power momentarily, but when the airplane was about 17 miles for the destination, the engine began surging again. He placed the fuel selector valve back to the right tank, but engine power was not restored. The pilot then selected a mountainous tundra-covered ridgeline as a forced landing site. During touchdown on the soft terrain, the nose wheel struck an object beneath the tundra, and the airplane nosed over, coming to rest inverted. The airplane sustained substantial damage to the wings and fuselage.

The day after the accident, during a telephone interview with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), the pilot stated that he had failed to verify the amount of fuel onboard before departing.

In the pilot's written statement to the NTSB, which was completed and submitted by the pilot's attorney, dated 11 days after the accident, he reported that 20 days before the accident he had the airplane fueled and verified that the fuel tanks were full. He stated that he flew two short flights, then the airplane sat for 12 days until the day of the accident flight. The accident flight occurred a day early and followed a different route than the pilot had anticipated to fly. The pilot stated that they flew extra miles and encountered significant headwinds and decreased ground speed before the engine began surging.

Probable Cause and Findings

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

The pilot's inadequate preflight and mismanagement of the fuel supply, which resulted fuel exhaustion.

Findings

Personnel issues	Fuel planning - Pilot

Factual Information

History of Flight

Enroute	Fuel exhaustion (Defining event)

Pilot Information

Certificate:	Airline transport	**Age:**	61
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	December 15, 2014
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	May 24, 2015
Flight Time:	2528 hours (Total, all aircraft), 100 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		**Age:**	
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Passenger Information

Certificate:		**Age:**	
Airplane Rating(s):		**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
Instrument Rating(s):		**Second Pilot Present:**	
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N888KD
Model/Series:	U206G	**Aircraft Category:**	Airplane
Year of Manufacture:	1978	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	U20604321
Landing Gear Type:	Tricycle	**Seats:**	3
Date/Type of Last Inspection:	May 14, 2015 Annual	**Certified Max Gross Wt.:**	2750 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	7506 Hrs as of last inspection	**Engine Manufacturer:**	Continental
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	IO 520F
Registered Owner:	ALASKAN ADVENTURES RESTORATION THRU RECR	**Rated Power:**	285 Horsepower
Operator:	ALASKAN ADVENTURES RESTORATION THRU RECR	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PALJ,280 ft msl	**Distance from Accident Site:**	16 Nautical Miles
Observation Time:	00:50 Local	**Direction from Accident Site:**	270°
Lowest Cloud Condition:		**Visibility**	30 miles
Lowest Ceiling:	Broken / 6000 ft AGL	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	220°	**Turbulence Severity Forecast/Actual:**	/ N/A
Altimeter Setting:	30.12 inches Hg	**Temperature/Dew Point:**	14°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Koliganek, AK	**Type of Flight Plan Filed:**	None
Destination:	Port Alsworth, AK (AK51)	**Type of Clearance:**	None
Departure Time:		**Type of Airspace:**	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Minor, 1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Minor, 2 None	**Latitude, Longitude:**	60,-154

Administrative Information

Investigator In Charge (IIC):	Hoidal, Millicent
Additional Participating Persons:	Thomas Johnson; FAA; Anchorage, AK
Original Publish Date:	September 11, 2015
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=91249