



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	SKWENTNA, AK	<b>Accident Number:</b>	ANC95LA126
<b>Date &amp; Time:</b>	08/02/1995, 0910 AKD	<b>Registration:</b>	N4596U
<b>Aircraft:</b>	CESSNA 206G	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

### Analysis

THE PILOT AND THREE PASSENGERS WERE DEPARTING A REMOTE LAKE IN A FLOAT EQUIPPED AIRPLANE ON THE RETURN PORTION OF AN ON-DEMAND CHARTER FLIGHT. THE PILOT PERFORMED A HIGH SPEED STEP TAXI AT THE NORTHWEST PORTION OF THE LAKE, WHICH INCLUDED ABOUT 225 DEGREES OF TURN TO THE LEFT. AT THE COMPLETION OF THE TURN, THE PILOT CONTINUED WITH THE TAKEOFF RUN ON AN EASTERLY HEADING. THE RIGHT FUEL TANK HAD BEEN SELECTED FOR TAKEOFF, AND IT CONTAINED ABOUT 15 GALLONS OF FUEL. ABOUT 45 SECONDS AFTER TAKEOFF, THE ENGINE QUIT, AND THE PILOT PERFORMED AN EMERGENCY LANDING IN AN ADJACENT CREEK. DURING THE LANDING, THE AIRPLANE STRUCK A GRAVEL BAR AND NOSED OVER. A POST-ACCIDENT EXAMINATION OF THE AIRPLANE DID NOT DISCLOSE ANY MALFUNCTION. THE ENGINE WAS STARTED AND DEVELOPED FULL POWER. ACCORDING TO THE PILOT'S OPERATING HANDBOOK, PROLONGED UNCOORDINATED FLIGHT SUCH AS SLIPS OR SKIDS WITH LOW FUEL RESERVES COULD UNCOVER THE FUEL TANK OUTLETS, CAUSING FUEL STARVATION AND ENGINE STOPPAGE. THE STEP TAXI TURN WAS A (PROLONGED) WINGS LEVEL TURN.

### Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER HANDLING OF THE AIRCRAFT (PROLONGED YAWING MANEUVER DURING STEP TAXI TURN), WHICH RESULTED IN UNCOVERING OF THE FUEL TANK OUTLETS AND SUBSEQUENT FUEL STARVATION DURING TAKEOFF.

### Findings

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

#### Findings

1. (C) AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
2. (C) FLUID,FUEL - STARVATION

-----

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

-----

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

## Findings

3. TERRAIN CONDITION - WATER

4. TERRAIN CONDITION - SAND BAR

-----

Occurrence #4: NOSE OVER

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	53
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	9120 hours (Total, all aircraft), 2950 hours (Total, this make and model), 9020 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 115 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4596U
<b>Model/Series:</b>	206G 206G	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RUST'S FLYING SERVICE	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-520F
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	14° C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	ANCHORAGE, AK (LHD)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): SCOTT R ERICKSON      Adopted Date: 02/14/1996

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

---

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.