



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	HOPE, AK	<b>Accident Number:</b>	ANC97LA065
<b>Date &amp; Time:</b>	05/01/1997, 1201 AKD	<b>Registration:</b>	N14C
<b>Aircraft:</b>	Cessna U206F	<b>Injuries:</b>	2 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

The pilot reported he was starting a descent to his destination airport when the engine began to lose power. He said he was unable to restart the engine, and made a forced landing into trees. The pilot related he had been flying the airplane with the left fuel tank selected, and he didn't recall if he switched to the right tank during the emergency descent. A passenger seated in the right front seat stated the left fuel gauge was indicating empty, and that the right tank fuel gauge was indicating full. He said the fuel selector was on the left tank, and when he told the pilot he should switch fuel tanks, the pilot reportedly told him to 'relax.' The passenger stated that the pilot did not switch tanks. Postaccident inspection disclosed the left fuel tank contained an unusable quantity of fuel, and the right tank was full. The airplane's engine was removed from the airplane, as well as the electric fuel boost pump. The engine was started and ran on a test stand without any observed mechanical anomalies. The fuel pump was also tested and found functional.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: a loss of engine power resulting from fuel starvation due to the pilot's improper positioning of the fuel selector, and the pilot's failure to identify and correct the deficiency during the ensuing emergency descent.

## Findings

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

### Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (C) FUEL MANAGEMENT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING  
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: EMERGENCY DESCENT/LANDING

### Findings

4. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	23
<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 Single-engine
<b>Flight Time:</b>	800 hours (Total, all aircraft), 350 hours (Total, this make and model), 700 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N14C
<b>Model/Series:</b>	U206F U206F	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	JAY HAWK AIR	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-520-F
<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>	ANC, 144 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 360°
<b>Temperature:</b>	11°C	<b>Visibility</b>	70 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	MONTAGUE ISLAND, AK	<b>Destination:</b>	ANCHORAGE, AK (MRI)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 2 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): JAMES D LABELLE Adopted Date: 11/10/1998

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/>.

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