



National Transportation Safety Board Aviation Accident Factual Report

Location:	Pingree, ID	Accident Number:	SEA01LA110
Date & Time:	06/01/2001, 1315 MDT	Registration:	CFDGH
Aircraft:	Cessna 172M	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

On June 1, 2001, approximately 1315 mountain daylight time, a Cessna 172M, C-FDGH, registered to Dan Air Limited, and being flown by a Canadian certificated commercial pilot, was substantially damaged when it nosed over during a forced landing following a total loss of power while on a descent for landing near Pingree, Idaho. The pilot and passenger were uninjured. Visual meteorological conditions existed and a VFR flight plan was in effect. The flight, which was personal, was operated under 14 CFR 91 and, according to the pilot, departed from Great Falls, Montana, at 0954 on the morning of the accident.

The pilot reported that he departed Edmonton (CYXD), Alberta, with full fuel (48 gallons useable) stopping at Drumheller (CEG4), Alberta, Cut Bank (KCTB), Montana, and finally Great Falls (KGTF), Montana. He then reported purchasing 12 gallons of fuel and departed for Pocatello, Idaho. Approximately 20 miles out of Pocatello the engine abruptly stopped and the pilot was unable to achieve a restart. He executed a forced landing in a potato field. During the rollout, the soft dry furrows in the field changed orientation slightly and the aircraft nosed over.

The pilot reported in his statement (NTSB Form 6120.1/2) the following flight times and fuel loads associated with the trip:

FLIGHT LEG:	TIME EN ROUTE*:	FUELING:
CYXD-CEG4	1 hrs 10 minutes	Departed with 48 gallons usable
CEG4-KCTB	1 hrs 35 minutes	No fuel added
KCTB-KGTF	0 hrs 49 minutes	12 gallons fuel added
KGTF-SITE	3 hrs 16 minutes	
TOTALS:	6 hrs 51 minutes	60 gallons usable

*Does not include taxi and run up time.

The pilot further reported in his statement: "...At approximately 13:00, shortly after passing Dubois VOR, Idaho Falls tower frequency was tuned in. The pilot had thoughts of landing at Idaho Falls but decided to fly as flight planned! FSS was then contacted to extend flight plan by 30 minutes. C-FDGH commenced to descend out of 8,500 feet. At twenty (20) statute [sic] miles out, Pocatello tower was contacted with the intention to land. When out of 7,000 feet and about fifteen statute [sic] miles from Pocatello, the engine quit..."

A Federal Aviation Administration Inspector from the Salt Lake City Flight Standards District Office examined the aircraft and it was subsequently recovered from the accident site and transported to the Pocatello Airport. During the examination and recovery process no fuel spillage was noted, and no fuel was found within either wing tank. There was no evidence of a fuel spill at the site and no odor of fuel. The 5/8 inch diameter fuel supply line between the gascolator and carburetor was removed and approximately 4.5 ounces of fuel was retrieved (refer to attached statement).

Pilot Information

Certificate:	Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/11/2000
Occupational Pilot:		Last Flight Review or Equivalent:	01/17/2001
Flight Time:	850 hours (Total, all aircraft), 45 hours (Total, this make and model), 710 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	CFDGH
Model/Series:	172M	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17260775
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	10/15/2000, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	58 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7976 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-320-E2D
Registered Owner:	Dan Air Limited	Rated Power:	150 hp
Operator:	Danyluk, Victor	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIH, 4449 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1256 MDT	Direction from Accident Site:	175°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	29° C / 5° C
Precipitation and Obscuration:			
Departure Point:	Great Falls, MT (GTF)	Type of Flight Plan Filed:	VFR
Destination:	Pocatello, ID (PIH)	Type of Clearance:	VFR
Departure Time:	0954 MDT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Steven A McCreary
Additional Participating Persons:	John E Richter; FAA Flight Standards District Office; Salt Lake City, UT
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 pubin@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .