



National Transportation Safety Board Aviation Accident Final 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		

Analysis

The pilot departed Edmonton, Canada, with his passenger in the Cessna 172M, with 48 gallons of usable fuel aboard. The trip included 2 stops before terminating at the end of the first day having flown 3 hours and 34 minutes. The pilot added 12 gallons of fuel at his stopover. The following day he and his passenger departed on the next leg of the trip (Great Falls, MT, to Pocatello, ID). The engine quit after not less than 6 hours 51 minutes of operation on a total of 60 gallons of usable fuel. On site examination revealed no evidence of fuel in either fuel tank or spilled/leaked at the site, and only 4.5 ounces of fuel were retrieved from fuel lines. The landing site was characterized by soft furrows in a field and the furrows were observed to change direction (from parallel) during the ground roll of the aircraft. The pilot reported in a written statement that "...The pilot had thoughts of landing at Idaho Falls but decided to fly as flight planned...!"

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate in-flight decision by failing to refuel while en route, resulting in fuel exhaustion and the loss of engine power.

Findings

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

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

4. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
5. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN

Factual Information

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	Report Date:	08/26/2003
Additional Participating Persons:	John E Richter; FAA Flight Standards District Office; Salt Lake City, UT		
Publish Date:			
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 , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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