



National Transportation Safety Board Aviation Accident Data Summary

Location:	Pingree, ID	Accident Number:	SEA01LA110
Date & Time:	06/01/2001, 1315 MDT	Registration:	CFDGH
Aircraft:	Cessna 172M	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

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

Pilot Information

Certificate:	Commercial	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	Danyluk, Victor	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PIH, 4449 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	7 knots / , 330°
Temperature:	29° C	Visibility:	10 Miles
Precipitation and Obscuration:			
Departure Point:	Great Falls, MT (GTF)	Destination:	Pocatello, ID (PIH)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Steven A McCreary	Adopted Date:	08/26/2003
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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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.

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