



National Transportation Safety Board Aviation Accident Data Summary

Location:	Fort Lauderdale, FL	Accident Number:	MIA07CA070
Date & Time:	04/01/2007, 1730 EST	Registration:	N828EW
Aircraft:	Cessna 206G	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot stated he was 15 miles north of the destination airport when he was cleared for a left downwind landing. He said he switched from the right fuel tank to the left fuel tank, and noted the right fuel tank was indicating 20 gallons. When he selected flaps, they would not work. On short final, he attempted to apply power, and noticed the engine was not producing power. He switched to the right fuel tank, with no response from the engine. He elected to land in a field, and made a hard landing in the grass, where the airplane nosed over. Postaccident examination of the airplane by an FAA inspector revealed that the left fuel tank had ample fuel, but the right fuel tank was empty. The inspector stated that the accident airplane was out of annual inspection, and the pilot's biennial flight review was past due.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management during the landing approach, resulting in a loss of engine power due to fuel starvation, and a forced off-airport landing.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

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

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

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

Findings

3. TERRAIN CONDITION - OPEN FIELD

Pilot Information

Certificate:	Private	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	800 hours (Total, all aircraft), 10 hours (Total, this make and model), 650 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N828EW
Model/Series:	206G	Engines:	2 Reciprocating
Operator:	Eric J. Wiborg	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-520F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	KFXE, 13 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	10 knots/ 17 knots, 140°
Temperature:	26°C / 13°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	GAINESVILLE, FL (GNV)	Destination:	FORT LAUDERDALE, FL (FXE)

Airport Information

Airport:	FORT LAUDERDALE EXECUTIVE (FXE)	Runway Surface Type:	Asphalt
Runway Used:	80	Runway Surface Condition:	Dry
Runway Length/Width:	6001 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC):	Jose Obregon	Adopted Date:	09/14/2007
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
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/ .		

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.