



National Transportation Safety Board Aviation Accident Data Summary

Location:	Skwentna, AK	Accident Number:	ANC12LA046
Date & Time:	06/01/2012, 1600 AKD	Registration:	N1795R
Aircraft:	CESSNA A185F	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private pilot and one passenger departed from a lake on a personal cross country flight. During the pilot's preflight check, he noted that the right wing fuel tank contained about 32 gallons of fuel, and the left wing fuel tank contained about 5 gallons of fuel. About 8 miles south of the departure lake, at an altitude of about 2,000 feet mean sea level, the airplane's engine lost power. The pilot said that he turned on the fuel boost pump, and the engine rpm rose momentarily but dropped again. He stated that he did not recall checking the fuel selector valve as part of his emergency restart procedures. He executed a forced landing in a marsh.

The pilot stated that he always operated the airplane with the fuel selector valve in the "Both Tanks On" position; however, a postaccident inspection of the airplane revealed that the airplane's fuel selector valve was in the "Left Tank Only" position. A postaccident engine run revealed no mechanical anomalies with the engine, and it operated normally at all power settings. An annual inspection of the airplane was completed on May 20, 2012, and the airplane had flown approximately four hours since the inspection.

Both the normal "Before Takeoff" and the "Emergency Landing without Engine Power" checklists direct the pilot to check the fuel selector valve position. Given the lack of mechanical deficiencies with the airplane's engine and the discovery of the fuel selector valve in the "Left Tank Only" position, it is likely that the pilot did not check the fuel selector valve either during his preflight or after the loss of engine power. Considering the amount of fuel noted in the left wing fuel tank during the pilot's preflight, it is also likely that the engine lost power due to fuel starvation.

Flight Events

Enroute-cruise - Fuel starvation

Enroute-cruise - Loss of engine power (total)

Landing - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper fuel management, which resulted in fuel starvation and a total loss of engine power in cruise flight. Contributing to the accident was the pilot's failure to follow the checklist after the loss of engine power.

Findings

Aircraft-Aircraft systems-Fuel system-Fuel selector/shutoff valve-Not used/operated

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C

Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid level - C

Personnel issues-Task performance-Use of equip/info-Use of checklist-Pilot - F

Pilot Information

Certificate:	Private	Age:	63
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	2035 hours (Total, all aircraft), 400 hours (Total, this make and model), 4 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N1795R
Model/Series:	A185F	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO 520 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	3 knots, 330°
Temperature:	9°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Skwentna, AK	Destination:	Anchorage, AK (PALH)

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Christopher R Shaver	Adopted Date:	02/27/2013
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=83877		

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