



National Transportation Safety Board Aviation Accident Data Summary

Location:	Sturgeon Bay, WI	Accident Number:	CEN13LA330
Date & Time:	06/01/2013, 1125 CDT	Registration:	N3350J
Aircraft:	CESSNA TP206B	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Analysis

The airplane experienced a total loss of engine power during a skydiving flight. After the pilot switched the fuel tank selector from the left fuel tank to the right fuel tank position, the engine restarted. The pilot continued the flight. While returning to the departure airport and preparing for landing, the pilot switched the fuel tank selector back to the left fuel tank position because the fuel gauge indicated a greater fuel quantity. About 1 minute later, the engine quit. The pilot landed the airplane left of the intended runway, about 200 feet from its end, and the airplane flipped over and pivoted on its nose. Examination of the airplane revealed that the left fuel tank vent system was obstructed with an unknown substance. It is likely that the obstruction prevented fuel flow to the engine and resulted in a total loss of engine power.

Flight Events

Enroute-climb to cruise - Fuel related
Enroute-climb to cruise - Loss of engine power (total)
Enroute-climb to cruise - Attempted remediation/recovery
Enroute-descent - Fuel starvation
Emergency descent - Loss of engine power (total)
Landing-flare/touchdown - Nose over/nose down
Landing-flare/touchdown - 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 reselection of the left fuel tank, which had an obstructed vent system and resulted in a total loss of engine power during the approach for landing.

Findings

Aircraft-Aircraft systems-Fuel system-(general)-Damaged/degraded - C
Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid management - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Descent/approach/glide path-Not attained/maintained
Personnel issues-Action/decision-Action-Incorrect action selection-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	50
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	1570 hours (Total, all aircraft), 5 hours (Total, this make and model), 1773 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N3350J
Model/Series:	TP206B	Engines:	1 Reciprocating
Operator:	Skydive Door County	Engine Manufacturer:	Continental
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO-520
Flight Conducted Under:	Part 91: General Aviation - Skydiving		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	SUE, 724 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:	13 knots, 160°
Temperature:	23°C / 10°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sturgeon Bay, WI (SUE)	Destination:	Sturgeon Bay, WI (SUE)

Airport Information

Airport:	Door County Cherryland Airport (SUE)	Runway Surface Type:	Asphalt
Runway Used:	20	Runway Surface Condition:	Dry
Runway Length/Width:	4599 ft / 75 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Adopted Date:	03/24/2014
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87136		

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.