



# National Transportation Safety Board

## Aviation Accident Data Summary

<b>Location:</b>	Nome, AK	<b>Accident Number:</b>	ANC14CA014
<b>Date &amp; Time:</b>	01/04/2014, 1445 AST	<b>Registration:</b>	N8177A
<b>Aircraft:</b>	CESSNA 170 - B	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Flight Test		

### Analysis

According to the pilot, the airplane was pulled out of the hangar and preflighted for a maintenance test flight, following an extensive annual inspection. Approximately 10 minutes after departure the airplane lost all engine power, and made an emergency landing on the sea ice. During the emergency landing the airplane sustained substantial damage to the fuselage. While inspecting the airplane after the accident, the pilot said he found water in the airplane's gascolator. A postaccident examination of the airplane by a Federal Aviation Administration aviation safety inspector revealed water in the fuel system, including the carburetor bowl. The pilot indicated that other than the water in the fuel, there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

In the pilot's written statement to the National Transportation Safety Board he noted that the accident might have been avoided if the airplane had been placed on level ground after it was pulled from the hangar, thereby allowing the water to be drained from the fuel system.

### Flight Events

- Prior to flight - Preflight or dispatch event
- Enroute - Fuel contamination
- Emergency descent - 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 failure to adequately remove water-contaminated fuel during the preflight inspection, which resulted in a total loss of engine power.

### Findings

- Aircraft-Fluids/misc hardware-Fluids-Fuel-Inadequate inspection - C
- Aircraft-Fluids/misc hardware-Fluids-Fuel-Fluid condition - C
- Personnel issues-Task performance-Inspection-Preflight inspection-Pilot - C
- Environmental issues-Physical environment-Terrain-Snowy/icy-Contributed to outcome

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	74
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	30000 hours (Total, all aircraft), 120 hours (Total, this make and model), 30000 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N8177A
<b>Model/Series:</b>	170 - B B	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	James West	<b>Engine Manufacturer:</b>	Continental
<b>Air Carrier Operating Certificate:</b>	None	<b>Engine Model/Series:</b>	C-145
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Flight Test		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PAOM, 38 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	6 knots, 360°
<b>Temperature:</b>	-3° C / -6° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Nome, AK	<b>Destination:</b>	Nome, AK

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	David B Banning	<b>Adopted Date:</b>	04/01/2014
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88642">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=88642</a>		

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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.