



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GOLDEN VALLEY, MN	<b>Accident Number:</b>	CHI85LA200
<b>Date &amp; Time:</b>	05/18/1985, 0656 CDT	<b>Registration:</b>	N91043
<b>Aircraft:</b>	CESSNA 207	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

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## Analysis

SHORTLY AFTER TAKEOFF, ON THE LAST LEG ON IT'S FLIGHT, THE ENGINE OF THE AIR CARGO ACFT STARTED TO SPUTTER. THE PLT TURNED THE FUEL SELECTOR HANDLR FROM THE LEFT TANK TO ANOTHER POSITION & TURNED ON THE BOOST PUMP. THE ENGINE STOPPED RUNNING & THE PLT ELECTED TO LAND IN A PUBLIC PARK. THE LEFT WING WAS TORN OFF THE ACFT DURING THE EMERG LANDING. INVESTIGATION REVEALED THAT THE FUEL SELECTOR HAD BEEN TURNED TO THE 'OFF' POSITION, A CHECK OF THE FUEL QUANTITY IN EACH TANK SHOWED LESS THAN FIVE GAL IN THE LEFT TANK & ABOUT TWELVE GAL IN THE RIGHT TANK

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: CRUISE - NORMAL

### Findings

1. (F) FLUID,FUEL - STARVATION
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
5. (F) PROCEDURES/DIRECTIVES - MISJUDGED - PILOT IN COMMAND
6. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - EMERGENCY

### Findings

7. (F) OBJECT - TREE(S)
8. WING - SEPARATION

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/05/1984
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	1800 hours (Total, all aircraft), 607 hours (Total, this make and model), 1600 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N91043
<b>Model/Series:</b>	207 207	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	20700030
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	02/28/1985, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4002 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	NORTHLAND AMERICAN AIR CARGO	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	NORTHLAND AMERICAN AIR CARGO	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	MIC, 840 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	0645 CDT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16° C / 4° C
Precipitation and Obscuration:			
Departure Point:	MINNEAPOLIS, MN (MSP)	Type of Flight Plan Filed:	None
Destination:	CRYSTAL, MN (MIC)	Type of Clearance:	None
Departure Time:	0650 CDT	Type of Airspace:	Class B

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	WILLIAM S COOPER	Report Date:	
Additional Participating Persons:	LARRY FREIHEIT; MINNEAPOLIS, MN JOHN VERGENZ; MINNEAPOLIS, MN		
Publish Date:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).