



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Igiugig, AK	<b>Accident Number:</b>	GAA18CA565
<b>Date &amp; Time:</b>	09/20/2018, 1530 AKD	<b>Registration:</b>	N121AK
<b>Aircraft:</b>	De Havilland DHC 2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel starvation	<b>Injuries:</b>	1 Minor, 6 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot of the float-equipped airplane reported that, during the initial climb after a water takeoff, about 200 ft, he turned right, and the engine lost power. He immediately switched fuel tanks and attempted to restart the engine to no avail. The airplane descended and struck trees, and the right wing impacted terrain.

The airplane sustained substantial damage to the right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot reported to the Federal Aviation Administration inspector that, during the initial climb and after the engine lost power, he noticed that the center tank, which was selected for takeoff, was empty. He added that passengers stated that the engine did regain power after switching tanks, but the airplane had already struck trees.

The pilot reported as a recommendation to more closely follow checklists.

## Probable Cause and Findings

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

The pilot's selection of an empty fuel tank for takeoff, which resulted in fuel starvation and the subsequent total loss of engine power.

## Findings

<b>Aircraft</b>	Fuel selector/shutoff valve - Incorrect use/operation (Cause) Fuel - Fluid level (Cause)
<b>Personnel issues</b>	Incorrect action selection - Pilot (Cause) Use of equip/system - Pilot (Cause)
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Takeoff</b>	Fuel starvation (Defining event) Loss of engine power (total) Attempted remediation/recovery Collision with terr/obj (non-CFIT)
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### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	01/10/2018
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	05/01/2018
<b>Flight Time:</b>	(Estimated) 12496 hours (Total, all aircraft), 5000 hours (Total, this make and model), 10632 hours (Pilot In Command, all aircraft), 198 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	De Havilland	<b>Registration:</b>	N121AK
<b>Model/Series:</b>	DHC 2 I	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1951	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	121
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	Rainbow River Lodge LLC	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAIG, 90 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2328 UTC	Direction from Accident Site:	211°
Lowest Cloud Condition:		Visibility	5 Miles
Lowest Ceiling:	Broken / 800 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	12 °C / 11 °C
Precipitation and Obscuration:	Light - Rain; Moderate - Mist		
Departure Point:	Igiugig, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1530 AKD	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 6 None	Latitude, Longitude:	59.325000, -155.900833 (est)

## Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Report Date:	04/08/2019
Additional Participating Persons:	Bruce Cummings; FAA; Anchorage, AK		
Publish Date:	04/08/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98343">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98343</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](#).