



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Meadow Lakes, Alaska	Accident Number:	GAA18CA454
Date & Time:	July 24, 2018, 17:30 Local	Registration:	N171Q
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:	Fuel starvation	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the initial climb, the engine experienced a total loss of power. He added that he realized the wrong fuel tank had been selected for takeoff. He subsequently performed a forced landing on a gravel stream bed north of the runway.

The airplane sustained substantial damage to both wings and the empennage.

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

Probable Cause and Findings

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

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

Findings

Aircraft	Fuel - Fluid management
Aircraft	Fuel selector/shutoff valve - Incorrect use/operation
Personnel issues	Incorrect action selection - Pilot
Personnel issues	Use of equip/system - Pilot

Factual Information

History of Flight

Initial climb	Fuel starvation (Defining event)
Initial climb	Loss of engine power (total)
Landing	Off-field or emergency landing

Pilot Information

Certificate:	Commercial	Age:	45,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 4, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2018
Flight Time:	(Estimated) 2300 hours (Total, all aircraft), 1225 hours (Total, this make and model), 2260 hours (Pilot In Command, all aircraft), 123 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft), 1.1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N171Q
Model/Series:	172 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1956	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	28197
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 10, 2018 Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5674 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	O-360-A1A
Registered Owner:		Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAWS, 354 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	01:56 Local	Direction from Accident Site:	130°
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	18°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Meadow Lakes, AK (8AK8)	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (AK12)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	North Cubs Strip 8AK8	Runway Surface Type:	Gravel
Airport Elevation:	350 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	1500 ft / 50 ft	VFR Approach/Landing:	Forced landing;Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.630001,-149.682495(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Tedd Cruise; FAA; Anchorage, AK
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97948

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).