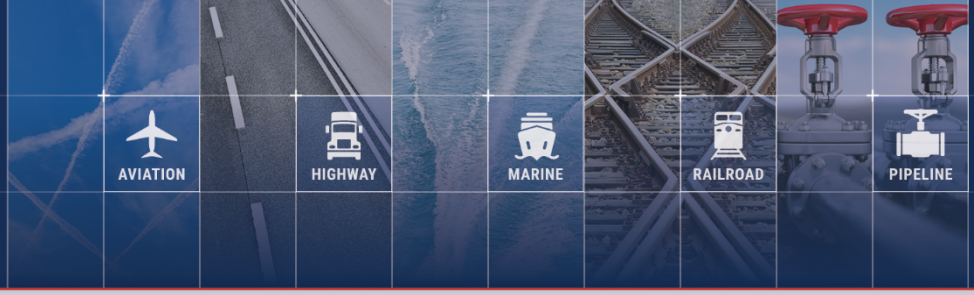

Aviation Investigation Final Report

Location:	Anchorage, Alaska	**Accident Number:**	ANC19CA003
Date & Time:	October 11, 2018, 12:50 Local	**Registration:**	N6492H
Aircraft:	Cessna 207	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot reported that, while on a visual approach at 700 ft, the airplane lost all engine power. The pilot immediately recognized that the selected fuel tank was empty because she had forgotten to switch fuel tanks during the flight. She attempted to restore engine power by selecting the other fuel tank, which did have fuel remaining, and activating the auxiliary fuel pump. Partial engine power was restored, and the pilot decided to land at a nearby private airstrip. During the approach, the right wing struck a tree. The pilot continued the landing, and during the landing roll, the nosewheel contacted soft gravel, and the nose landing gear collapsed.

The airplane sustained substantial damage to the right wing and fuselage.

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 inadequate in-flight fuel management, which resulted in fuel starvation and the subsequent loss of engine power, and her subsequent failure to maintain clearance from trees during the approach to land at a nearby airstrip.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Forgotten action/omission - Pilot
Personnel issues	Fuel planning - Pilot
Personnel issues	Monitoring environment - Pilot
Environmental issues	Tree(s) - Effect on operation
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

Approach-VFR pattern final	Fuel starvation
Approach-VFR pattern final	Loss of engine power (total) (Defining event)
Approach-VFR pattern final	Attempted remediation/recovery
Approach-VFR pattern final	Collision during takeoff/land
Landing-landing roll	Landing gear collapse

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	**Age:**	31,Female
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	Airplane single-engine	**Toxicology Performed:**	No
Medical Certification:	Class 1 With waivers/limitations	**Last FAA Medical Exam:**	June 1, 2018
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	March 20, 2018
Flight Time:	(Estimated) 4000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft)		

Passenger Information

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	No
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	**Registration:**	N6492H
Model/Series:	207 A	**Aircraft Category:**	Airplane
Year of Manufacture:	1979	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	20700544
Landing Gear Type:	Tricycle	**Seats:**	7
Date/Type of Last Inspection:	August 28, 2018 100 hour	**Certified Max Gross Wt.:**	3803 lbs
Time Since Last Inspection:	97.3 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	29303.4 Hrs as of last inspection	**Engine Manufacturer:**	Continental
ELT:	C91 installed, not activated	**Engine Model/Series:**	IO 520 SERIES
Registered Owner:		**Rated Power:**	285 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PAMR,138 ft msl	**Distance from Accident Site:**	4 Nautical Miles
Observation Time:	20:53 Local	**Direction from Accident Site:**	123°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	200°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.79 inches Hg	**Temperature/Dew Point:**	12°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tyonek, AK (9AK3)	**Type of Flight Plan Filed:**	Company VFR
Destination:	Anchorage, AK (MRI)	**Type of Clearance:**	VFR;VFR flight following
Departure Time:		**Type of Airspace:**	Class G

Airport Information

Airport:	Sleepers Strip 6AK2	**Runway Surface Type:**	Dirt;Grass/turf
Airport Elevation:	125 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	06	**IFR Approach:**	None
Runway Length/Width:	1600 ft / 60 ft	**VFR Approach/Landing:**	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 None	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	61.251667,-149.963882(est)

Administrative Information

Investigator In Charge (IIC):	Price, Noreen
Additional Participating Persons:	William Lowen; Federal Aviation Administration FSDO; Anchorage, AK
Original Publish Date:	March 3, 2020
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=98508