



# Aviation Investigation Final Report

<b>Location:</b>	Igiugig, Alaska	<b>Accident Number:</b>	GAA18CA565
<b>Date &amp; Time:</b>	September 20, 2018, 15:30 Local	<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		

## 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
<b>Aircraft</b>	Fuel - Fluid level
<b>Personnel issues</b>	Incorrect action selection - Pilot
<b>Personnel issues</b>	Use of equip/system - Pilot
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

Takeoff	Fuel starvation (Defining event)
Takeoff	Loss of engine power (total)
Takeoff	Attempted remediation/recovery
Takeoff	Collision with terr/obj (non-CFIT)

### Pilot Information

Certificate:	Commercial; Flight instructor	Age:	59,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 10, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 1, 2018
Flight Time:	(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>	
<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>		<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAIG,90 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	23:28 Local	<b>Direction from Accident Site:</b>	211°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	5 miles
<b>Lowest Ceiling:</b>	Broken / 800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.15 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 11°C
<b>Precipitation and Obscuration:</b>	Moderate - None - Mist		
<b>Departure Point:</b>	Igiugig, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor, 5 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 6 None	<b>Latitude, Longitude:</b>	59.325,-155.900833(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Bruce Cummings; FAA; Anchorage , AK
<b>Original Publish Date:</b>	April 8, 2019
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=98343">https://data.nts.gov/Docket?ProjectID=98343</a>

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