



National Transportation Safety Board Aviation Accident Final Report

Location:	Anchorage, AK	Accident Number:	ANC03LA055
Date & Time:	06/06/2003, 1705 AKD	Registration:	N343WB
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The float-equipped airplane was in the traffic pattern to land at a seaplane base when the engine lost all power, and the pilot made an emergency landing in the backyard of a private residence. During the forced landing, the airplane struck trees and a railing on the deck of the residence, sustaining structural damage to the left wing. The pilot reported that he had the right wing fuel tank selected, and thought the tank was about 1/4 full. He indicated that when the engine lost power, he was too low and didn't have sufficient time or altitude to switch to the belly tank and restore power. Postaccident draining of the fuel tanks disclosed about 18 gallons of fuel in the belly tank, and about one quart in the right wing tank.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's incorrect positioning of the fuel tank selector to a nearly empty tank, which resulted in a loss of engine power due to fuel starvation, and subsequent emergency landing at an off-airport site.

Findings

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

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - INCORRECT - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - TREE(S)
4. OBJECT - RESIDENCE

Factual Information

On June 6, 2003, about 1705 Alaska daylight time, a float-equipped de Havilland DHC-2 airplane, N343WB, received substantial damage when it collided with trees and a private residence following a loss of engine power while on approach to land at the Lake Hood Seaplane Base, Anchorage, Alaska. The solo commercial pilot was not injured. The Title 14, CFR Part 91 personal flight operated in visual meteorological conditions without a flight plan. The flight departed a remote lake near Beluga, Alaska, about 1635, and the destination was the Lake Hood Seaplane Base.

The National Transportation Safety Board (NTSB) investigator-in-charge (IIC) spoke with the pilot of the accident airplane, and an Anchorage FAA Flight Standards District Office inspector, at 1725. The pilot spoke with the IIC from the accident site using the FAA inspector's cellular phone. The pilot related that he had departed a remote lake near Beluga, and was on final approach to land at Lake Hood, when the engine lost all power. The pilot said it was a "fuel starvation event." He said he had the fuel selector on the right fuel tank, and thought the right tank was about 1/4 full, but the engine stopped when he was about 300 yards from the lake, and about 150 feet above the ground. He reported that he had insufficient time or altitude to switch to the belly tank and restore power, and that he had to make an off-airport emergency landing. The airplane subsequently struck trees, and then a railing on the deck in the backyard of a private residence on Lakeshore Drive, and came to rest in the residence's garden, with the left wing resting on the deck railing.

An FAA inspector at the accident site, and an NTSB investigator who viewed the airplane the day after the accident, noted structural damage to the left wing.

In the NTSB Pilot/Operator Aircraft Accident/Incident Report submitted by the pilot, he reported that when he drained the fuel tanks prior to moving the airplane, he recovered about one quart of fuel from the right wing tank, and about 18 gallons from the belly tank.

Pilot Information

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/20/2002
Occupational Pilot:		Last Flight Review or Equivalent:	05/15/2002
Flight Time:	6860 hours (Total, all aircraft), 1771 hours (Total, this make and model), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N343WB
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1644
Landing Gear Type:	Float	Seats:	7
Date/Type of Last Inspection:	06/13/2002, Annual	Certified Max Gross Wt.:	6000 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5698 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	John F. Sumrall	Rated Power:	450 hp
Operator:	John F. Sumrall	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PALH, 71 ft msl	Distance from Accident Site:	
Observation Time:	1653 ADT	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	9 Miles
Lowest Ceiling:	Broken / 4800 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	12° C / 6° C
Precipitation and Obscuration:			
Departure Point:	Beluga, AK	Type of Flight Plan Filed:	None
Destination:	Anchorage, AK (LHD)	Type of Clearance:	None
Departure Time:	1645 ADT	Type of Airspace:	Class G

Airport Information

Airport:	Lake Hood Seaplane (LHD)	Runway Surface Type:	Water
Airport Elevation:	71 ft	Runway Surface Condition:	Water--choppy
Runway Used:	180	IFR Approach:	None
Runway Length/Width:	1930 ft / 200 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.180000, -149.971944

Administrative Information

Investigator In Charge (IIC):	James D La Belle	Report Date:	11/25/2003
Additional Participating Persons:	Gary Anderson; FAA; Anchorage, AK		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).