



RECORD OF CONVERSATION

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National Transportation Safety Board

Date: 06/07/2016
Person Contacted: Greg Fischer (Pilot – N802CE)
NTSB Case Number: ANC16LA029

Narrative:

The following is a synopsis of the information provided by Greg Fischer to the NTSB IIC, via telephone.

- The flight was a 14 *CFR* Part 91 commercial bulk fuel transport flight.
- The pilot had two scheduled bulk fuel delivery operations for the day. The bulk fuel is transported in the hopper of the airplane. The first operation consisted of delivery of bulk fuel to Stevens Village Airport (SVS), Stevens Village, Alaska and the second operation consisted of delivery of bulk fuel to Rampart Airport (RMP), Rampart, Alaska.
- Prior to departing for SVS, he added 90 gallons of fuel to airplane's fuel tanks at Fairbanks International Airport (FAI), Fairbanks, Alaska. The pilot departed FAI about 1100 and flew to SVS and unloaded the bulk fuel from the hopper without further incident. The pilot departed from SVS about 1210 and landed at FAI. Upon landing at FAI, the Shandin Avionics fuel flow indicator showed 167 gallons of fuel in the airplane's fuel tanks. The pilot added 20 gallons of fuel to the right wing fuel tank prior to departing for RMP, for a total of 187 gallons of fuel in the airplane's fuel tanks. The pilot landed at RMP and unloaded the bulk fuel from the hopper without further incident. The pilot did not conduct any refueling operations for the airplane at RMP.
- About halfway to FAI, the pilot reported the low fuel caution light illuminated. About 20 miles out from FAI, shortly after calling Fairbanks Approach Control, the pilot reported the engine ceased producing power. He noted that the fuel flow indicator showed that he was going to land with 95 gallons remaining in the fuel tanks. The pilot immediately executed the engine out emergency procedures with no success. The pilot lowered the nose and "rocked" the airplane to see if the engine would restart. The engine still did not produce power. The pilot reported the loss of engine power to Fairbanks Approach Control. The pilot proceeded with the engine out checklist, feathered the propeller, shut off the various airframe systems, and prepared for a forced landing.
- He attempted to land the airplane at the Murphy Dome Air Force Station, a permanently closed U.S. Air Force (USAF) radar site. The pilot was unable to achieve a forced landing at the Murphy Dome Air Force Station and landed the airplane in a remote area with various large spruce trees and steep, rocky terrain.