



# Aviation Investigation Final Report

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<b>Location:</b>	LANAI, Hawaii	<b>Accident Number:</b>	LAX93LA065
<b>Date &amp; Time:</b>	December 12, 1992, 15:15 Local	<b>Registration:</b>	N4742E
<b>Aircraft:</b>	CESSNA 185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Ferry		

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## Analysis

THE AIRCRAFT WAS ON A TRANS PACIFIC FERRY FLIGHT FROM THE CONTINENTAL UNITED STATES TO INDONESIA. AFTER STOPPING IN HILO, HAWAII, THE PILOT DEPARTED ON AN INTER ISLAND CROSS COUNTRY TO HONOLULU. DURING THE FLIGHT THE PILOT NOTICED THAT THE CYLINDER HEAD TEMPERATURES WERE EXCESSIVELY HIGH AND HE FELT A VIBRATION IN THE AIRFRAME. HE DIVERTED TO LANI AND LANDED. WHILE ON THE GROUND HE INSPECTED THE ENGINE COMPARTMENT AND PERFORMED A GROUND RUN UP, WITH NO DISCREPANCIES NOTED. THE PILOT THEN TOOK OFF TO CONTINUE TO HONOLULU. THE ENGINE QUIT COMPLETELY AT ABOUT 200 FEET AGL. THE PILOT MANEUVERED TO A GRASSY AREA NEAR THE DEPARTURE END OF THE RUNWAY AND COLLIDED WITH A BERM HIDDEN IN THE TALL GRASS. THE AIRCRAFT WAS EXAMINED BY AN FAA AIRWORTHINESS INSPECTOR. AFTER REPLACING THE PROP THE ENGINE WAS STARTED AND OPERATED FOR ABOUT FIVE MINUTES. ALL PRESSURES AND TEMPERATURES WERE NORMAL. POST RUN INSPECTION OF THE ENGINE REVEALED NO DISCREPANCIES. THE AIRCRAFT WAS FITTED WITH A 196 GALLON FERRY FUEL TANK SYSTEM INSTALLED IN THE CABIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE ENGINE FOR UNDETERMINED REASONS. A FACTOR IN THE ACCIDENT WAS THAT OBSTRUCTIONS WERE HIDDEN IN THE GRASS OF THE LANDING AREA CHOSEN BY THE PILOT FOR THE FORCED LANDING.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

2. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

3. (F) TERRAIN CONDITION - BERM

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Gyroplane; Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Helicopter; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	December 19, 1991
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	36539 hours (Total, all aircraft), 500 hours (Total, this make and model), 35000 hours (Pilot In Command, all aircraft), 81 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 18 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4742E
<b>Model/Series:</b>	185F 185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503853
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	September 1, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>	84 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520D
<b>Registered Owner:</b>	WINGS OF HOPE, INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	WINGS OF HOPE, INC.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	22°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(LNY)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	HONOLULU , HI (HNL)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:14 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LANI LNY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1308 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	21	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5000 ft / 150 ft	<b>VFR Approach/Landing:</b>	Forced landing

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	20.829488,-156.919738(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Rich, Jeff
<b>Additional Participating Persons:</b>	R. SCOTT CHRISTIANSEN; HONOLULU , HI
<b>Original Publish Date:</b>	August 30, 1993
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=27884">https://data.ntsb.gov/Docket?ProjectID=27884</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).