



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC98LA075
Date & Time:	June 13, 1998, 12:50 Local	Registration:	N70195
Aircraft:	Cessna 185	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The engine sustained a total loss of power while in cruise flight about 800 feet msl. During the forced landing on mud flats, the float equipped airplane flipped over. Postaccident investigation revealed the presence of fuel in all lines, and no mechanical defects with the engine. The engine operated normally when tested on the airframe. The fuel system was pressure tested, and then the flexible fuel lines were cut open for inspection; these tests revealed no discrepancies. No anomalies which would prevent the engine from operating were found.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The total loss of engine power for undetermined reasons.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE - NORMAL

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

2. TERRAIN CONDITION - SOFT

Occurrence #3: NOSE OVER

Phase of Operation: EMERGENCY DESCENT/LANDING

Factual Information

On June 13, 1998, at 1250 Alaska daylight time, a Cessna 185 float equipped airplane, N70195, sustained substantial damage during an emergency landing on mud flats about nine miles southeast of Anchorage, Alaska. The commercial pilot and the two passengers sustained minor injuries. The flight was conducted under 14 CFR Part 91, as a personal flight. The flight departed from Lake Hood seaplane base in Anchorage at 1150 as a local flight. Visual meteorological conditions prevailed at the time of the accident, and no flight plan was filed.

The pilot and both passengers stated to the NTSB investigator-in-charge (IIC) that while in cruise, returning to Anchorage, the engine lost power. The pilot stated he attempted to land the airplane in water, but the airplane touched down in soft mud and nosed over.

An inspection of the airplane by the NTSB investigator-in-charge on June 13, disclosed the presence of fuel in both wing tanks and all fuel lines to the engine. The cockpit fuel selector valve was found in the right tank position. The fuel tanks and airframe fuel lines were pressurized and revealed no leaks. The flexible fuel lines between the fuel selector valve and the engine were cut open and internally inspected with no abnormalities found. The engine driven fuel pump was removed and flow tested, revealing no discrepancies which would preclude engine operation.

The engine was operated on the airframe by the NTSB IIC on June 10, 1998, and produced full power.

The owner reported to the NTSB IIC that about one year earlier, while in cruise flight, the engine quit. During the ensuing descent, the engine was restarted, and then operated normally. The discrepancy could not be repeated, and no problems to account for the engine stoppage were discovered. After the incident, the pilot had all fuel lines and both fuel cells replaced, and the engine overhauled. The engine overhaul was completed 45 hours prior to the accident.

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 31, 1997
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	4075 hours (Total, all aircraft), 3000 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N70195
Model/Series:	185 185	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18502048
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 16, 1997 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	51 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2636 Hrs	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	DONALD R. ROGERS, TRUSTEE	Rated Power:	300 Horsepower
Operator:	DONALD R. ROGERS	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ANC ,19 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	290°
Lowest Cloud Condition:	Scattered / 2800 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	11°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (LHD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:50 Local	Type of Airspace:	Class E;FAR 93

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor	Latitude, Longitude:	61.219764,-149.85054(est)

Administrative Information

Investigator In Charge (IIC):	Thomas, Matthew
Additional Participating Persons:	ED A KORNFELD; ANCHORAGE , AK
Original Publish Date:	February 15, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=3160

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](#).