



Aviation Investigation Final Report

Location:	SEATTLE, Washington	Accident Number:	SEA85LA066
Date & Time:	February 23, 1985, 19:05 Local	Registration:	N1539U
Aircraft:	CESSNA TU206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE ACFT LANDED SHORT OF RWY 13R AT BOEING FLD FOLLOWING A LOSS OF PWR DUE TO FUEL EXHAUSTION. THE ACFT WAS TOPPED OFF FOR A TTL OF 108 GALS OF FUEL BEFORE THIS THIRD LEG OF A X-COUNTRY FLT. THE PLT STATED THAT THE ENG CEASED OPERATING EN ROUTE, HOWEVER, PWR WAS REGAINED WHEN THE FUEL SELECTOR WAS SWITCHED FROM THE RIGHT TO THE LEFT MAIN TANK. WHILE BEING VECTORED FOR AN ILS APCH TO TACOMA ARPT, THE ENG CEASED OPERATING ONCE AGAIN. UPON BREAKING OUT OF THE OVERCAST THE PLT SPOTTED BOEING FLT AND ATTEMPTED THE LANDING THERE. BOTH THE LEFT AND RIGHT MAIN AN AUX TANKS WERE FOUND EMPTY AFTER THE ACCIDENT AND FUEL STAINS WERE VISIBLE BEHIND THE REFUELING CAPS ON BOTH MAIN TANKS. THE RIGHT MAIN FUEL CAP WAS TESTED AND FOUND TO LEAK SEVERLY. THE LEFT FUEL CAP TESTED NORMAL. AD 84-10-01 WHICH ADDRESSES LEAKAGE AROUND THE FILLER CAPS WAS REPORTED TO HAVE BEEN COMPLIED WITH 2 DAYS PRIOR TO THE ACCIDENT. THE BLADDER IN THE LEFT MAIN TANK WAS FOUND STUCK UP AROUND THE NECK OF THE FILLER OPENING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Phase of Operation: DESCENT

Findings

1. FLUID,FUEL - EXHAUSTION
2. (C) FUEL SYSTEM,CAP - LEAK
3. (F) FUEL SYSTEM,TANK - IMPROPER
4. (C) MAINTENANCE,COMPLIANCE WITH AD - POOR - OTHER MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: HARD LANDING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

5. (F) FLARE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 1, 1984
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1260 hours (Total, all aircraft), 238 hours (Total, this make and model), 1050 hours (Pilot In Command, all aircraft), 52 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1539U
Model/Series:	TU206F TU206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602247
Landing Gear Type:	Retractable - Tricycle	Seats:	
Date/Type of Last Inspection:	February 21, 1985 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	620 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-C
Registered Owner:	EDWARD AUSTIN	Rated Power:	285 Horsepower
Operator:		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:	Night/dark
Observation Facility, Elevation:	BFI, 17 ft msl	Distance from Accident Site:	
Observation Time:	19:05 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 2000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Broken / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	18°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	PRINCE RUPERT (CYPR)	Type of Flight Plan Filed:	IFR
Destination:	SEATTLE, WA (SEA)	Type of Clearance:	IFR
Departure Time:	14:25 Local	Type of Airspace:	Class D

Airport Information

Airport:	BOEING FIELD BFI	Runway Surface Type:	Grass/turf
Airport Elevation:	17 ft msl	Runway Surface Condition:	Dry
Runway Used:	13R	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 200 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.539993,-122.30941(est)

Administrative Information

Investigator In Charge (IIC):	Carrers, Candace
Additional Participating Persons:	MIKE LARSON; SEATTLE , WA
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40121

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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](#).