



Aviation Investigation Final Report

Location:	ARLINGTON, Washington	Accident Number:	SEA88LA070
Date & Time:	March 27, 1988, 13:00 Local	Registration:	N10442
Aircraft:	CESSNA 305-A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF, AT ABOUT 200 FEET AGL, A TOTAL LOSS OF POWER OCCURRED. A FORCED LANDING WAS MADE ONTO A TURF FIELD NEXT TO THE RUNWAY. DURING LANDING THE AIRCRAFT NOSED OVER INVERTED. THE PILOT STATED TO FAA INSPECTORS THAT THE AIRCRAFT HAD SET OUTSIDE WITH LESS THAN FULL FUEL. THE ACFT ON THE FLOATS HAS A SLIGHTLY NOSE LOW ATTITUDE WHICH PLACES WATER IN THE FUEL TANK AWAY FROM THE DRAIN LOW POINT. THE PLTS RECOMMENDATION FOR PREVENTION IS TO TILT THE FLOAT PLANE TO A FLYING ATTITUDE AND THEN DRAIN THE FUEL. FUEL SAMPLES TAKEN AFTER THE ACC SNOWED 20 PERCENT WATER IN THE RT TANK AND IN THE CARBURETOR. THE PLT STATED THAT RAIN HAD SEEPED INTO THE RT TANK THROUGH THE FILLER CAP.

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: CLIMB - TO CRUISE

Findings

1. (C) FLUID,FUEL - WATER

- 2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 3. (F) FUEL SYSTEM,SELECTOR/VALVE - INADEQUATE

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

- 4. (F) TERRAIN CONDITION - SOFT

Factual Information

Pilot Information

Certificate:	Private	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 12, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1300 hours (Total, all aircraft), 400 hours (Total, this make and model), 1300 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N10442
Model/Series:	305-A 305-A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	22595
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	March 15, 1987 Annual	Certified Max Gross Wt.:	2100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1648 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-470-J
Registered Owner:	DAVID J. HILTY	Rated Power:	260 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:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ARLINGTON , WA (S88)	Type of Flight Plan Filed:	None
Destination:	KODIAK , AK (ADQ)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	ARLINGTON MUNICIPAL ARPT S88	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft msl	Runway Surface Condition:	Dry
Runway Used:	11	IFR Approach:	None
Runway Length/Width:	2800 ft / 75 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:	48.179214,-121.670501(est)

Administrative Information

Investigator In Charge (IIC):	Carrera, Candace
Additional Participating Persons:	MARY HOY; SEATTLE , WA KEN ZIEMER; SEATTLE , WA
Original Publish Date:	April 25, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=40797

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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](#).