



Aviation Investigation Final Report

Location:	GRAHAM, Washington	Accident Number:	SEA89LA012
Date & Time:	October 15, 1988, 08:34 Local	Registration:	N8519K
Aircraft:	LAYCOCK GREAT LAKES	BABY	Aircraft Damage: Substantial
Defining Event:		Injuries:	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

ENG LOST PWR WHILE IN CRUISE ON LOCAL FLT. PLT ATTEMPTED TO RETURN TO FIELD BUT CONTACTED TREES DURING EMERG DESCENT TO FORCED LNDG. INVESTIGATION REVEALED PRESENCE OF WATER IN FUEL SYSTEM. FUEL SEDIMENT BOWL WAS AUTOMOTIVE TYPE WITH AVIATION DRAIN INSTALLED. DRAIN FITTING PENETRATED BOWL 3/16 INCHES BEYOND NORMAL, ALLOWING 2 INCHES OF UNDRAINABLE WATER AND SEDIMENT TO BE TRAPPED IN BOWL.

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: CRUISE

Findings

1. (C) FUEL SYSTEM,DRAIN - IMPROPER
 2. (C) MAINTENANCE,INSTALLATION - IMPROPER - UNKNOWN
 3. (C) FLUID,FUEL - CONTAMINATION
 4. (C) FLUID,FUEL - WATER
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Commercial	Age:	68, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Center
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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 4, 1986
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3245 hours (Total, all aircraft), 730 hours (Total, this make and model), 3245 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	LAYCOCK	Registration:	N8519K
Model/Series:	BABY GREAT LAKES BABY GREAT	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	BG 1
Landing Gear Type:	Tailwheel	Seats:	1
Date/Type of Last Inspection:	September 28, 1988 Unknown	Certified Max Gross Wt.:	825 lbs
Time Since Last Inspection:	8 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	730 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	C-85-12
Registered Owner:	JAMES H SCHMOKER	Rated Power:	85 Horsepower
Operator:	JAMES H. SCHMOKER	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:	Unknown	Visibility	15 miles
Lowest Ceiling:	Broken / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

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 Serious	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious	Latitude, Longitude:	47.010608,-122.290939(est)

Administrative Information

Investigator In Charge (IIC):	Daily, H
Additional Participating Persons:	JOHN JACKSON; SEATTLE , WA
Original Publish Date:	September 11, 1989
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=40951

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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](#).