



# Aviation Investigation Final Report

<b>Location:</b>	INGLEWOOD, Washington	<b>Accident Number:</b>	SEA93LA059
<b>Date &amp; Time:</b>	January 30, 1993, 11:15 Local	<b>Registration:</b>	N5391R
<b>Aircraft:</b>	CESSNA A185F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

THE PILOT REPORTED THAT DURING THE PREFLIGHT OF HIS FLOATPLANE HE VISUALLY CHECKED INSIDE THE FUEL TANKS AND ESTIMATED THAT HE HAD 12 TO 15 GALLONS OF FUEL. HE THEN DEPARTED WITH THE INTENTION OF FLYING TO A NEARBY SEAPLANE BASE APPROXIMATELY 12 NAUTICAL MILES NORTHWEST WHERE HE PLANNED TO PURCHASE FUEL. DURING THE INITIAL CLIMB AND AT AN ALTITUDE OF APPROXIMATELY 300 TO 400 FEET AGL THE ENGINE QUIT AND THE PILOT EXECUTED A FORCED LANDING TO THE LAKE SURFACE. DURING HIS DESCENT HE ENTERED AN AREA OF FOG AND DUE TO REDUCED VISIBILITY HE 'COULD NOT JUDGE WHEN TO FLARE' AND A HARD LANDING FOLLOWED. THE FUEL SYSTEM LINES WERE FOUND TO BE INTEGRAL WITHOUT BREACHES, AND AIRCRAFT RECOVERY PERSONAL REPORTED THAT SHORTLY AFTER THE ACCIDENT, WHILE THE WINGS WERE BEING REMOVED, THEY FOUND NO FUEL IN EITHER FUEL BLADDER. SUBSEQUENT TO THE AIRCRAFT'S RECOVERY TO A NEARBY AIRPORT, TOTAL FUEL AMOUNTS OF 6 OUNCES, 1 OUNCE, AND LESS THAN ONE OUNCE WERE DRAINED RESPECTIVELY FROM THE LOW POINT FUEL FILTER, FUEL LINE LINKING THE BOOST PUMP TO THE ENGINE, AND FROM THE HEADER TANK LOW POINT DRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION, THE PILOT IN COMMAND'S INADEQUATE PREFLIGHT, AND HIS FAILURE TO FLARE ON LANDING. A FACTOR CONTRIBUTING TO THE ACCIDENT WAS FOG.

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

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Occurrence #3: HARD LANDING  
Phase of Operation: LANDING

### Findings

3. (F) WEATHER CONDITION - FOG
4. (C) FLARE - NOT PERFORMED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight engineer; Foreign	<b>Age:</b>	49, 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>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	November 15, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	12500 hours (Total, all aircraft), 500 hours (Total, this make and model), 11600 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5391R
<b>Model/Series:</b>	A185F A185F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	18503033
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	May 18, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3350 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TIO-540
<b>Registered Owner:</b>	JOHNSON, EVERETT H.	<b>Rated Power:</b>	350 Horsepower
<b>Operator:</b>	JOHNSON, EVERETT H.	<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>	Instrument (IMC)	<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>	Unknown	<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>	N/A - None - Fog		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	KENMORE , WA (S60 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:10 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>	47.739593,-122.200698(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccreary, Steven
<b>Additional Participating Persons:</b>	JAMES M ERWIN; RENTON , WA
<b>Original Publish Date:</b>	October 13, 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=42982">https://data.ntsb.gov/Docket?ProjectID=42982</a>

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