



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC99LA126
Date & Time:	August 29, 1999, 18:15 Local	Registration:	N124LR
Aircraft:	Cessna A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The certificated private pilot, with three passengers aboard, reported that during initial descent, all engine power was lost. He said that after performing the engine emergency procedures, he was unable to restore engine power, and he selected a forced landing site that was surrounded by trees. During the forced landing, the left wing struck a stand of trees, and the airplane pivoted to the left. A postaccident investigation revealed the presence of fuel in both wing tanks, fuel lines, and the fuel manifold assembly. No mechanical defects were found with the engine. The cockpit fuel selector valve was found in the 'both' position. On September 7, 1999, the engine was operated while still mounted on the accident airplane's airframe. No anomalies were observed during its operation, and the engine produced full factory specified rpm.

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 an undetermined reason.

Findings

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

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Findings

2. TERRAIN CONDITION - TUNDRA

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: EMERGENCY LANDING

Findings

3. OBJECT - TREE(S)

Factual Information

On August 29, 1999, about 1815 Alaska daylight time, a float equipped Cessna A185E airplane, N124LR, sustained substantial damage during a forced landing, about 4 miles east of Anchorage, Alaska, at 61.06.37 north latitude, 149.51.80 west longitude. The airplane was being operated as a visual flight rules (VFR) personal flight under Title 14, CFR Part 91, when the accident occurred. The certificated private pilot, and the three passengers aboard, were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight originated about 1743, from an off airport site located on Eleanor Island, Alaska.

During an on-site interview with the National Transportation Safety Board (NTSB) investigator-in-charge on August 29, the pilot reported that during the initial descent to the Lake Hood Seaplane Base, all engine power was lost. The pilot said that after performing the engine emergency procedures, he was unable to restore engine power. The pilot stated that he selected a forced landing area in a slough that was surrounded by trees. During the forced landing, the left wing struck a stand of trees, and the airplane pivoted to the left.

The airplane sustained substantial damage to the wings and fuselage.

An on-site inspection of the airplane by the NTSB investigator-in-charge (IIC) on August 29, revealed the presence of fuel in both wing tanks, fuel lines, and the fuel manifold assembly. No mechanical defects were found with the engine. The cockpit fuel selector valve was found in the "both" position.

On September 7, 1999, the engine, while still mounted on the accident airplane's airframe, was operated under the direction of the IIC. The engine ran without any observed anomalies, and produced full factory specified rpm.

Pilot Information

Certificate:	Private	Age:	41, 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-w/ waivers/lim	Last FAA Medical Exam:	March 22, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1454 hours (Total, all aircraft), 682 hours (Total, this make and model), 1454 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N124LR
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	159507-9-D
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	May 26, 1999 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2273 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-502-D
Registered Owner:	KIRK A. JOHNSON	Rated Power:	300 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 / 6000 ft AGL	Visibility	20 miles
Lowest Ceiling:	Overcast / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	WHITTIER , AK (IEM)	Type of Flight Plan Filed:	None
Destination:	(LHD)	Type of Clearance:	None
Departure Time:	17:34 Local	Type of Airspace:	Class E

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 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	61.110744,-149.90036(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	JAY R KITCHENS (FAA); ANCHORAGE , AK
Original Publish Date:	November 22, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47397

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](#).