



Aviation Investigation Final Report

Location:	LYNWOOD, Washington	Accident Number:	SEA01LA025
Date & Time:	December 3, 2000, 13:00 Local	Registration:	N7609Q
Aircraft:	Cessna A185F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that prior to departure to refuel the airplane at another nearby airport, he estimated about seven gallons of fuel in each fuel tank. About seven miles from his destination, the engine sputtered and eventually quit. A forced landing was made in a high school football field. During the landing roll, the aircraft collided with a chain link fence and trees surrounding the field. Approximately three gallons of fuel was drained from both wings.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: Fuel exhaustion due to refueling was not performed by the pilot-in-command. Trees and a fence were factors.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: CRUISE

- Findings
1. (C) FLUID,FUEL - EXHAUSTION
 2. (C) REFUELING - NOT PERFORMED - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

- 3. (F) OBJECT - TREE(S)
- 4. (F) OBJECT - FENCE

Factual Information

On December 3, 2000, at 1300 Pacific standard time, a Cessna A185F amphibian, N7609Q, registered to and operated by the commercial pilot as a 14 CFR Part 91 personal flight, experienced an in-flight loss of engine power over Lynwood, Washington. While attempting an emergency landing in a high school football field, the aircraft collided with trees and a chain link fence near the field. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft was substantially damaged and the pilot was not injured. The flight originated from Seattle, Washington, about 15 minutes prior to the accident.

During a telephone interview and subsequent written statement, the pilot reported that the purpose of the flight was to refuel the aircraft at Paine Field, Everett, Washington. Before takeoff, the pilot noted that the fuel gages read slightly below empty and "assumed that this equated to approximately 7 gallons each." The pilot stated that from past experience, when the fuel gauges read empty there was still 10 gallons in the fuel tanks. After takeoff, the pilot switched the fuel selector to the right side fuel tank. About seven miles south of Paine Field, the engine sputtered. The pilot switched the fuel selector to both and activated the auxiliary boost pump and held in the emergency pump. The engine continued to sputter, then quit. The pilot initially identified a residential street for an emergency landing, then diverted to a high school football field when it was apparent that he would not make the street. During the landing roll, the aircraft collided with trees and a chain link fence near the field.

During the aircraft recovery, a mechanic drained the remaining fuel from the wing fuel tanks. The mechanic reported that a total of about three gallons of fuel was drained from both wings.

The pilot reported that the aircraft is equipped with long-range fuel tanks. The total fuel capacity is 80 gallons, with 74 gallons usable.

Pilot Information

Certificate:	Commercial	Age:	38, 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-w/ waivers/lim	Last FAA Medical Exam:	October 25, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2320 hours (Total, all aircraft), 53 hours (Total, this make and model), 1820 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7609Q
Model/Series:	A185F A185F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	18503626
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	February 16, 2000 Annual	Certified Max Gross Wt.:	3267 lbs
Time Since Last Inspection:	70 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3820 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-DGSB
Registered Owner:	RICHARD S. RUSH	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:	PAE ,606 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	340°
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 15000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	6°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SEATTLE , WA (BFI)	Type of Flight Plan Filed:	None
Destination:	EVERETT , WA (PAE)	Type of Clearance:	None
Departure Time:	12:45 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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.839855,-122.29039(est)

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	LLOYD HAWLEY; SEATTLE , WA
Original Publish Date:	May 18, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=51346

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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](#).