



Aviation Investigation Final Report

Location:	KING SALMON, Alaska	Accident Number:	ANC91LA074
Date & Time:	June 15, 1991, 15:30 Local	Registration:	N70148
Aircraft:	CESSNA A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING CRUISE FLIGHT, THE ENGINE QUIT. AFTER AN EMERGENCY LANDING ON THE TUNDRA, THE AIRPLANE NOSED OVER ON ITS BACK. THE PILOT STATED THAT HE BELIEVED THE AIRPLANE RAN OUT OF FUEL. BOTH FUEL TANKS WERE EMPTY AFTER THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FUEL EXHAUSTION, THE PILOT'S INADEQUATE PREFLIGHT AND THE INADEQUATE FUEL CONSUMPTION CALCULATIONS. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT TERRAIN, AND TUNDRA.

Findings

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

Findings

1. (C) FUEL SYSTEM - EXHAUSTION
2. (C) FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

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

Findings

4. (F) TERRAIN CONDITION - SOFT
5. (F) TERRAIN CONDITION - TUNDRA

Factual Information

Pilot Information

Certificate:	Private	Age:	40, 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 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 17, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	722 hours (Total, all aircraft), 89 hours (Total, this make and model), 722 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N70148
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-02020
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	August 10, 1990 Annual	Certified Max Gross Wt.:	3350 lbs
Time Since Last Inspection:	62 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6557 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520
Registered Owner:	DAVID FLYNN	Rated Power:	300 Horsepower
Operator:	DAVID FLYNN	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:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	7°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MOTLEN LAKE , AK (NONE)	Type of Flight Plan Filed:	None
Destination:	NAKNEK LAKE , AK (NONE)	Type of Clearance:	None
Departure Time:	14:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Soft
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:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	56.959503,-158.580291(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James
Additional Participating Persons: FSDO-03; ANCHORAGE , AK

Original Publish Date: May 5, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5558>

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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](#).