



Aviation Investigation Final Report

Location:	Hastings, Minnesota	Accident Number:	CHI04CA105
Date & Time:	April 16, 2004, 14:00 Local	Registration:	N185TY
Aircraft:	Cessna A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The floatplane sustained substantial damage on impact with trees and terrain following a loss of engine power during initial climb from a lake. The pilot and passenger reported no injuries. The pilot reported that he warmed the engine and taxied around the lake on step before that takeoff. He stated that the fuel valve was in the off position. He said that he put the floatplane between two small rows of pine trees about 20 feet apart. He reported no mechanical malfunctions with the floatplane in reference to that flight.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot not verifying the fuel selector valve's position during the preflight leading to the fuel starvation and subsequent loss of engine power during the flight's initial climb.

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - NOT VERIFIED - PILOT IN COMMAND

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

Findings

3. OBJECT - TREE(S)

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On April 16, 2004, about 1400 central daylight time, a Cessna A185E floatplane, sustained substantial damage on impact with trees and terrain following a loss of engine power during initial climb from Lake Isabelle, near Hastings, Minnesota. The personal flight was operating under 14 CFR Part 91. Visual meteorological conditions prevailed at the time of the accident. No flight plan was on file. The pilot and passenger reported no injuries. The local flight was originating at the time of the accident.

The pilot reported that he warmed the engine and taxied around the lake on step before that takeoff. The floatplane lost engine power during the initial climb and the pilot said that he put the floatplane between two small rows of pine trees about 20 feet apart. He reported no mechanical malfunctions with the floatplane in reference to that flight. He stated that the fuel valve was in the off position.

At 1353, the recorded Sky Meadow Airport, near Hastings, Minnesota, was: Wind calm; visibility 10 statute miles; sky condition clear; temperature 22 degrees C; dew point 3 degrees C; altimeter 29.85 inches of mercury.

Pilot Information

Certificate:	Private	Age:	49, 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:	March 15, 2004
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	March 10, 2004
Flight Time:	1277 hours (Total, all aircraft), 900 hours (Total, this make and model), 1277 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 2 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N185TY
Model/Series:	A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	185-1001
Landing Gear Type:	Float	Seats:	2
Date/Type of Last Inspection:	June 22, 2003 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8200 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-D92
Registered Owner:	Gregory Lee Morris	Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SGS,820 ft msl	Distance from Accident Site:	
Observation Time:	14:13 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.85 inches Hg	Temperature/Dew Point:	23°C / 3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hastings, MN	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	14:00 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	44.697776,-92.864166

Administrative Information

Investigator In Charge (IIC):	Malinowski, Edward
Additional Participating Persons:	William H Johnson; Minneapolis, MN, FSDO
Original Publish Date:	June 30, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59163

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