



Aviation Investigation Final Report

Location:	JUNEAU, Alaska	Accident Number:	ANC82DA031
Date & Time:	April 5, 1982, 19:50 Local	Registration:	N4745Q
Aircraft:	CESSNA A185E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

DURING AN APPROACH TO LAND, THE PILOT OF THE AMPHIBIOUS AIRCRAFT EXTENDED THE GEAR AND PERFORMED HIS PRELANDING CHECKS. HE STATED THAT WHILE HE WAS DESCENDING, HE NOTICED AN EXCESSIVE LOSS OF ALTITUDE AND BEGAN TO ADD POWER. HOWEVER, THE ENGINE DID NOT RESPOND AND HE WAS UNABLE TO OBTAIN A RESTART. SUBSEQUENTLY, THE AIRCRAFT TOUCHED DOWN ON IN THE LIGHTING SYSTEM SHORT OF THE RUNWAY AND NOSED OVER. AN EXAMINATION REVEALED THAT THE LOW PRESSURE RELIEF VALVE ADJUSTING SCREW ON THE FUEL PUMP, PN 638154-1, WAS WORN AND RECESSED IN THE HOUSING. THE SCREW WOULD ROTATE AND VARY THE LOW PRESSURE FUEL SETTING.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FUEL SYSTEM,PUMP - WORN
2. (C) FUEL SYSTEM,PUMP - LOOSE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) OBJECT - RUNWAY LIGHT

Occurrence #4: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	July 8, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	385 hours (Total, all aircraft), 310 hours (Total, this make and model), 331 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4745Q
Model/Series:	A185E A185E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	185-1199
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3100 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5529 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-D
Registered Owner:	BRIAN A. EMERICH	Rated Power:	300 Horsepower
Operator:	BRIAN A. EMERICH	Operating Certificate(s) Held:	
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	20 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	34°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	AUKE BAY , AK	Type of Flight Plan Filed:	VFR
Destination:	FARMERVILLE , LA	Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	JUNEAU JNU	Runway Surface Type:	Asphalt
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	
Runway Length/Width:	8456 ft / 150 ft	VFR Approach/Landing:	Traffic pattern

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:	58.579582,-134.769348(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 5, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71210>

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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](#).