



## National Transportation Safety Board Aviation Accident Factual Report

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|-------------------------|----------------------|-------------------------|-------------|
| <b>Location:</b>        | Iliamna, AK          | <b>Accident Number:</b> | ANC06LA001  |
| <b>Date &amp; Time:</b> | 10/02/2005, 1930 AKD | <b>Registration:</b>    | N9950X      |
| <b>Aircraft:</b>        | Cessna 185           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>  |                      | <b>Injuries:</b>        | 2 None      |

**Flight Conducted Under:** Part 91: General Aviation - Personal

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On October 2, 2005, about 1930 Alaska daylight time, a Cessna 185 airplane, N9950X, collided with terrain during an emergency landing following a loss of engine power during normal cruise, about 20 miles west of Iliamna, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal cross-country flight under Title 14, CFR Part 91, when the accident occurred. The airline transport pilot and sole passenger were not injured. Visual meteorological conditions prevailed, and no flight plan was filed. The flight departed from a dirt airstrip 20 miles north of Aleknagik, Alaska, about 1830.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on October 4, the pilot said about 20 miles west of Iliamna the engine lost power. He said the symptoms were similar to fuel starvation, but according to his calculations he should have had 30 minutes of fuel remaining. He said during the forced landing the landing gear was torn off, structurally damaging the fuselage. He said prior to the accident there were no known mechanical anomalies with the airplane.

In a written statement to the NTSB dated October 16, the pilot wrote that the morning following the accident he "noticed a substantial amount of frost/ice buildup around the left fuel vent, and on the ground from the fuel venting throughout the night," and "in my opinion it seemed to indicate that there was still a fair amount of water in the fuel that caused this ice buildup." He wrote, "although I felt I properly drained the tanks prior to takeoff, it seems there was still water trapped in the tanks."

On October 12, after recovery, the airplane's engine was prepared with a new propeller and clean fuel. The engine was started, and run through a variety of power settings, without any evidence of mechanical malfunction.

## Pilot Information

|                                  |  |  |                            |
|----------------------------------|--|--|----------------------------|
| <b>Certificate:</b>              | Airline Transport; Commercial; Military  | <b>Age:</b>                              | 41, Male                   |
| <b>Airplane Rating(s):</b>       | Multi-engine Land; Single-engine Land; Single-engine Sea   | <b>Seat Occupied:</b>                    | Left                       |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | Seatbelt, Shoulder harness |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No                         |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             | No                         |
| <b>Medical Certification:</b>    | Class 1 Without Waivers/Limitations  | <b>Last FAA Medical Exam:</b>            | 03/01/2005                 |
| <b>Occupational Pilot:</b>       |  | <b>Last Flight Review or Equivalent:</b> | 08/01/2004                 |
| <b>Flight Time:</b>              | 6925 hours (Total, all aircraft), 440 hours (Total, this make and model), 4550 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |  |                            |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna   | <b>Registration:</b>                  | N9950X          |
| <b>Model/Series:</b>                 | 185  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 | No              |
| <b>Airworthiness Certificate:</b>    | Normal; Utility  | <b>Serial Number:</b>                 | 185-0150        |
| <b>Landing Gear Type:</b>            | Tailwheel  | <b>Seats:</b>                         | 4               |
| <b>Date/Type of Last Inspection:</b> | 02/01/2005, Annual                                     | <b>Certified Max Gross Wt.:</b>       | 3200 lbs        |
| <b>Time Since Last Inspection:</b>   | 70 Hours   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 1120 Hours at time of accident                         | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | IO-470          |
| <b>Registered Owner:</b>             | Mark Hedlund   | <b>Rated Power:</b>                   | 260 hp          |
| <b>Operator:</b>                     | Mark Hedlund   | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|                                  |                                  |                                      |          |
|----------------------------------|----------------------------------|--------------------------------------|----------|
| Conditions at Accident Site:     | Visual Conditions                | Condition of Light:                  | Day      |
| Observation Facility, Elevation: |                                  | Distance from Accident Site:         |          |
| Observation Time:                |                                  | Direction from Accident Site:        |          |
| Lowest Cloud Condition:          | Scattered / 10000 ft agl         | Visibility                           | 10 Miles |
| Lowest Ceiling:                  | None                             | Visibility (RVR):                    |          |
| Wind Speed/Gusts:                | Light and Variable /             | Turbulence Type Forecast/Actual:     | /        |
| Wind Direction:                  | Variable                         | Turbulence Severity Forecast/Actual: | /        |
| Altimeter Setting:               |                                  | Temperature/Dew Point:               | 4° C     |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |                                      |          |
| Departure Point:                 | Aleknagik, AK                    | Type of Flight Plan Filed:           | None     |
| Destination:                     | Iliamna, AK (PAIL)               | Type of Clearance:                   | None     |
| Departure Time:                  | 1850 ADT                         | Type of Airspace:                    |          |

## 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: | 59.749722, -155.437778 |

## Administrative Information

|                                   |  |
|-----------------------------------|--|
| Investigator In Charge (IIC):     | Lawrence R Lewis   |
| Additional Participating Persons: | Charlotte Lockett; Anchorage, FSDO-03; Anchorage, AK   |
| Investigation Docket:             | NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> . |