



National Transportation Safety Board Aviation Accident Data Summary

Location:	Iliamna, AK	Accident Number:	ANC06LA001
Date & Time:	10/02/2005, 1930 AKD	Registration:	N9950X
Aircraft:	Cessna 185	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The airline transport pilot was conducting a 14 CFR Part 91 personal cross-country flight, when the engine lost power about 20 miles from the final destination. The pilot said the symptoms were similar to fuel starvation, but according to his calculations he should have had 30 minutes of fuel remaining. In a written statement to the NTSB, the pilot wrote that the morning following the accident, before the airplane was recovered, 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." After recovery the airplane's engine was prepared with a new propeller and clean fuel at an aircraft maintenance facility. The engine was started, and run through a variety of power settings, without any evidence of mechanical malfunction. The pilot reported that during the forced landing, the landing gear was torn off, structurally damaging the fuselage. He also stated that prior to the accident there were no known mechanical anomalies with the airplane.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight inspection, which failed to detect water-contaminated fuel, resulting in a loss of engine power during cruise flight, and subsequent in-flight collision with terrain.

Findings

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

Findings

1. (C) FLUID,FUEL - CONTAMINATION,WATER
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

3. TERRAIN CONDITION - GROUND

Pilot Information

Certificate:	Airline Transport; Commercial; Military	Age:	41
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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

Aircraft Make:	Cessna	Registration:	N9950X
Model/Series:	185	Engines:	1 Reciprocating
Operator:	Mark Hedlund	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	None	Engine Model/Series:	IO-470
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Light and Variable / , Variable
Temperature:	4°C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Aleknagik, AK	Destination:	Iliamna, AK (PAIL)

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
Latitude, Longitude:	59.749722, -155.437778		

Administrative Information

Investigator In Charge (IIC): Lawrence R Lewis

Adopted Date: 04/25/2006

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.