

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



ANC23LA080

ENGINE EXAMINATION

October 30, 2023

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A. ACCIDENT

Location: Homer, Alaska
Date: September 18, 2023
Time: 1400 AKDT
Airplane: Cessna 185

B. ENGINE EXAMINATION

FAA Inspector Fred Adams
Federal Aviation Administration
Anchorage, Alaska

FAA Inspector Steve Brock
Federal Aviation Administration
Juneau, Alaska

Mechanic Randy Weber
Federal Aviation Administration
Homer, Alaska

C. SUMMARY

On September 18, 2023, about 1400 Alaska daylight time, a Cessna A185F airplane, N7558H, was substantially damaged when it was involved in an accident near Homer, Alaska. The pilot and two passengers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 sightseeing flight.

D. DETAILS OF THE EXAMINATION

1.0 Accident Site

The airplane came to rest inverted in swampy terrain near the airport.

2.0 Airframe Examination

2.1 Wings

The right wing was substantially damaged, the left wingtip was also damaged.



Figure 1 View of damage to right wing. (Courtesy of FAA)



Figure 2 View of damage to the left wing. (Courtesy of FAA)

2.2 Cockpit

The cockpit was not damaged.



Figure 3 View of the cockpit. (Courtesy of FAA)

2.3 Fuel/Fuel System

The fuel was supmed from the left and right wings and the gascolator. The fuel from the left and right wing sumps and belly sumps were contaminated with water

and debris. The fuel from the gascolator was free of water and debris. The finger screens were free of debris. The airplane sat inverted in swampy water prior to recovery. About 10 to 15 gallons of fuel were drained from the wings after recovery.



Figure 4 Fuel samples from the left wing, left belly sump, gascolator, right belly sump, and right wing.

2.4 Other Systems

3.0 Engine Examination

The electrical fuel pump was actuated and the unit pushed fuel through to the engine driven fuel pump. The engine driven fuel pump was bench tested and performed as designed within standards. The engine was manually rotated and internal continuity was confirmed and thumb compression was obtained. The magnetos were removed and spark was observed on all leads. The upper spark plugs exhibited normal wear.



Figure 5 View of the engine driven fuel pump. (Courtesy of the FAA)



Figure 6 View of the spark plugs. (Coursey of FAA)

4.0 Propeller Examination



Figure 7 One of the three propeller blades was bent aft. (Courtesy of FAA)

Submitted by:

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Aviation Accident Investigator