

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



CEN24LA316

EXAMINATION SUMMARY

September 5, 2024

TABLE OF CONTENTS

A. ACCIDENT	3
B. EXAMINATION SUMMARY	3
C. SUMMARY	3
D. DETAILS OF THE EXAMINATION.....	4
1.0 AIRFRAME EXAMINATION.....	4
1.1 Wings	4
1.2 Fuel/Fuel System.....	6
2.0 ENGINE EXAMINATION	8
3.0 PROPELLER EXAMINATION	8

A. ACCIDENT

Location: Eveleth, Minnesota
Date: August 14, 2024
Time: 1500 central standard time
Airplane: Cessna 185E, N2248T

B. EXAMINATION SUMMARY

IIC	Brian Rutt NTSB Denver, Colorado
Investigator	Cory Maxon NTSB Denver, Colorado
Group Member	J Ferrell Continental Aerospace Technologies Mobile, Alabama
Group Member	Gregory Thurston FAA Minneapolis, Minnesota
Group Member	William Muller FAA Minneapolis, Minnesota

C. SUMMARY

On August 14, 2024, about 1500 central daylight time, a Cessna A185E airplane, N2248T, sustained substantial damage when it was involved in an accident near Eveleth, Minnesota. The pilot and passenger were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that after takeoff from the lake, about 75 feet above ground level, the engine suddenly quit. The pilot conducted a forced landing to an open area of grass at the sea plane base. The pilot reported that the airplane touched down very hard with the wings level and skidded about 150 ft. The airplane came to rest upright

and sustained substantial damage to the fuselage. The airplane was equipped with a Continental IO-550-D reciprocating engine.

D. DETAILS OF THE EXAMINATION

1.0 Airframe Examination

The fuselage remained intact. The wings, horizontal stabilizers, elevators, vertical stabilizer, and rudder were removed to facilitate recovery. The fuel vent and the fuel supply were not obstructed.

1.1 Wings

The wings were removed to facilitate recovery. The wings were drained of fuel by the recovery company and collected into a container. About 30 gallons of fuel consistent with 100 low lead aviation fuel was collected. The left and right wing fuel cap seals exhibited some deterioration and discoloration around the outer surface, but were otherwise pliable (Figure 1). The fuel cap sealing surfaces on both wings were corroded (Figure 2).



Figure 1. Right Fuel cap seal.



Figure 2. Left Fuel cap installed (note corrosion at the sealing surface).

1.2 Fuel/Fuel System

The wing main fuel tanks remained intact. The fuel tanks had rubber bladders, both having wrinkling on the lower surface (Figures 3 and 4). The fuel vents were not obstructed. The fuel that was collected at the accident scene tested positive for water with water finding paste. A visual examination of the collection tank revealed about 1 gallon of water in the bottom of the tank.



Figure 3. Right wing fuel bladder with wrinkling.



Figure 4. Left wing fuel bladder with wrinkling.

2.0 Engine Examination

The engine remained attached to the fuselage. Fuel was plumbed into the engine from the left-wing root fuel pickup, the engine started, idled, and accelerated without hesitation. The engine achieved 2,700 rpm. Both magnetos were checked with about a 60 rpm drop on each. The engine was shut down and no anomalies were noted during the engine run.

3.0 Propeller Examination

The propeller remained attached to the engine and all three blades remained attached to the hub. All three blades were bent and showed rotational scoring and leading edge damage. The propeller was removed and replaced with an intact propeller to facilitate an engine run.

Submitted by:

Brian Rutt
Air Safety Investigator