



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Western Pacific Region

December 21, 2021

ENGINE EXAMINATION SUMMARY REPORT

WPR18LA263

This document contains 2 embedded photos.

A. ACCIDENT

Location: Bullhead City, Arizona
Date: September 15, 2018
Aircraft: N573BV
NTSB IIC: Andrew Swick

Preliminary Report:

On September 15, 2018, about 1245 mountain standard time, a float-equipped Cessna A185F airplane, N573BV, collided with terrain shortly after takeoff at Laughlin/Bullhead International Airport (IFP), Bullhead City, Arizona. The private pilot was not injured and the passenger was seriously injured. The airplane was registered to N573BV LLC., and operated by the pilot under the provisions of Title 14 *Code of Federal Regulations* Part 91. Visual meteorological conditions prevailed and no flight plan was filed for the personal cross-country flight to Glendale Municipal Airport (GEU), Glendale, Arizona.

The pilot departed from Reno/Tahoe International Airport, Reno, Nevada, in the accident airplane earlier that morning with a destination of IFP. After landing at IFP, the pilot refueled and was on the ground at IFP for about 30 minutes before departing. While departing from runway 16, the pilot was entering data into his fuel totalizer when he looked up and saw that he was flying towards rising terrain. He was unable to maintain altitude and turned left to avoid terrain and powerlines. The airplane subsequently impacted the ground near a ravine.

Initial examination of the accident by the Federal Aviation Administration inspector, revealed the accident site was about 5 miles southeast of IFP. Both wings and forward fuselage sustained substantial damage.

The pilot held a private pilot certificate with an airplane single-engine land and sea, multiengine land and instrument rating. Flight time records indicated that the pilot had about 3,400 total hours of flight experience, and about 1,500 hours in this make and model.

IFP was situated at an elevation of 707ft above mean sea level. It was equipped with a single paved runway, designated 16/34, which measured 8,500 ft by 150 ft. IFP was not equipped with an air traffic control tower.

B. PARTICIPANTS

Andrew Swick NTSB-IIC
Richardo Asensio-Textron Aviation
Chris Lang-Continental Motors

C. SUMMARY

Examination of the airframe and engine was conducted at Air Transport in Phoenix, Arizona on October 30, 2018. Examination of the airframe and engine revealed no evidence of preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

D. ENGINE EXAMINATION

The engine remained in the airframe during the examination. The exterior of the engine was intact, and no indications of catastrophic engine failure was noted. The upper spark plugs were removed and showed normal wear and combustion deposits in the electrode areas. The valve covers were removed, and the crankshaft was rotated by hand from the propeller assembly. Gear and valve continuity was established throughout the engine and cylinder thumb compression was observed at each cylinder. The fuel delivery system was examined and was free of contaminants. The ignition leads produced spark during the magneto impulse coupling engagement. The turbocharger turbine blades were undamaged and spun freely by hand.



Figure 1-Engine installed on the airframe (courtesy of Continental Motors).

The propeller assembly remained attached to the engine and had impact damage. The propeller blades had deep grooves and missing material from their tips and s-type bending. Spinner was crushed.

E. AIRFRAME EXAMINATION

The amphibious floats, wings and empennage were separated during the recovery of the wreckage. The amphibious float gear wheels and water rudders were found in the retracted position. The flight control surfaces remained secured to their attachments. The engine and propeller remained attached to the firewall and forward fuselage.

The airframe was examined and revealed substantial damage throughout.



Figure 2-Wreckage Examination Layout (courtesy of Textron Aviation)

The fuel selector handle was found in the “BOTH” position. The fuel boost pump switch was found in the “OFF” position and the fuel pump was in the “LOW” position. The airplane’s fuel system revealed no abnormalities. The right seat shoulder harness stitching was separated from the inertia reel. The harness was also cut by first responders.

Submitted by: Andrew Swick