

National Transportation Safety Board

Office of Aviation Safety

Washington, DC 20594



WPR24FA285

ON SCENE SUMMARY REPORT

August 24 & 25, 2024

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A. ACCIDENT

Location: Kent, Washington
Date: August 24, 2024
Time: 10:10 Pacific daylight time
Airplane: N61323, Cessna A185F

B. ON SCENE SUMMARY REPORT

IIC Kristyn Blocher
National Transportation Safety Board
Federal Way, Washington

C. SUMMARY

History of Flight

On August 24, 2024, about 10:10 Pacific daylight time, a Cessna A185F, N61323, was substantially damaged when it was involved in an accident near Kent, Washington. The airplane departed Crest Airfield (S36), Covington, Washington, and flew to Lake Meridian, near Kent, Washington. The airplane was witnessed approaching Lake Meridian with the landing gear extended. The airplane flipped/nosed over upon touchdown at Lake Meridian and came to rest submerged in the lake, being kept afloat by the amphibious floats. The landing gear was observed extended at the accident site.

On August 25, 2024, the airplane was towed to a nearby public boat launch and lifted from the lake by a land crane.

D. DETAILS OF THE INVESTIGATION

1.0 Accident Site

47.364393 x -122.15364

Examination of the accident site revealed that the airplane came to rest inverted in the center of nw side of Lake Meridian. Upon NTSB arrival to the accident site, the airplane had been towed by a law enforcement boat from the center of the lake, to a residential dock on the north side of the lake.

The airplane was observed tethered to a law enforcement boat at the end of a residential dock, inverted in the water, with the inverted floats visible above the water's surface. (See figures 1 and 2.)

2.0 Airframe Examination

Serial number: 18504147

The access point was the dock and the LEO boat. Except for the floats, the airframe was observed submerged. The right and left wings, under side of the fuselage, right and left horizontal stabilizers and elevator were visible through the water.

The right flap was observed extended.

Both forward and both rear points of the landing gear were observed extended. A crescent wrench was observed resting in the gear well of the left forward landing gear assembly.

The forward and aft cross bar float supports were observed in place.



Figure 1. Accident airplane tethered to LEO boat at dock.



Figure 2. Accident airplane tethered to LEO boat prior to removal from lake.

3.0 Engine Examination

Make & Model: Continental IO-550-D
Serial: 1043234

The lower engine cowling was observed in place. The remainder of the engine assembly was not clearly visible from the available observation location while tethered to the LEO boat.

4.0 Propeller Examination

Make & Model: Hartzell HC-C3YF-IN/NG8301-3
Serial: PY474B

The three bladed propeller assembly was not clearly visible to examine from the available observation location while tethered to the LEO boat.

5.0 Removal From Lake

The airplane was towed to a nearby boat launch and lifted from the lake utilizing a land crane. During the lift, the left forward landing gear well and assembly was documented, with a crescent wrench observed resting in the gear well. The wrench was observed resting loosely in the well. When the engine was above the water's surface, an additional tool was observed resting loosely inside the lower engine cowling. (See figures 3 and 4.)



Figure 3. Wrench observed in gear well.



Figure 4. Tool observed resting inside engine cowling.

Both wings remained attached to the fuselage. Each aileron remained attached to its respective wing. Both wing flaps remained attached to their respective wings and were observed extended. The right wing lift strut was observed buckled.

Both floats remained attached to the fuselage, and float cross bars remained attached.

The empennage remained attached to the fuselage. Both sides of the horizontal stabilizer remained attached to the empennage. Both sides of the elevator remained attached to the horizontal stabilizer. The vertical stabilizer remained attached to the empennage. The rudder remained attached to the vertical stabilizer.

The engine remained attached at the firewall. The propeller assembly remained attached to the engine. The upper and lower engine cowling displayed denting and crushing, consistent with water impact.

(See figures 5 through 7.)



Figure 5. Right side of airplane during removal from lake.



Figure 6. Left side of airplane during removal from lake.



Figure 7. Propeller assembly during removal from lake.

Cabin interior:

During removal from the lake, the airplane remained inverted and suspended by the crane.

The forward V brace displayed bent/buckled arms.

Interior seating was observed in place and secure.

An uncovered bin of various tools was observed in the cabin, with additional tools located throughout. (See figures 8 and 9.)



Figure 8. Forward fuselage V brace.



Figure 9. Uncovered bin of tools in cabin.

6.0 Meteorological Information

Accident time: 1715Z

Nearest METARs:

8 miles NW from accident site:

KSEA 24**1753Z** 19010KT 10SM OVC020 13/12 A2999 RMK AO2 **RAE42**

KSEA 24**1653Z** 18012KT 9SM -RA BKN018 OVC028 13/12 A2997

8 miles NNW from accident site:

KRNT 24**1753Z** 16005KT 10SM OVC021 14/12 A2999 RMK AO2 **RAE51**

KRNT 24**1653Z** 16007KT 8SM -RA BKN025 OVC036 14/12 A2997

Submitted by:

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