



National Transportation Safety Board Aviation Accident Final Report

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| Location: | EUREKA, AK | Accident Number: | ANC93LA001 |
| Date & Time: | 10/01/1992, 1630 AKD | Registration: | N4392C |
| Aircraft: | CHAMPION 7EC | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |

Flight Conducted Under: Part 91: General Aviation - Ferry

Analysis

A FERRY PILOT AND THE PURCHASER OF THE AIRPLANE ARRIVED TO ACCEPT IT FROM THE SELLER AND FOUND THE ENGINE ALREADY RUNNING. THE AIRCRAFT HAD SAT OUTDOORS WITH EMPTY FUEL TANKS FOR 3 MOS. THE ENGINE REPORTEDLY BACKFIRED SEVERAL TIMES, AND QUIT ONCE, DURING RUNUP. THERE WAS REPORTEDLY NO INSPECTION TO DETERMINE THE SOURCE OF ENGINE ROUGHNESS. THE SELLER REPORTEDLY TOLD THE BUYER THAT THE ENGINE IS TYPICALLY 'COLD STARTING.' THE FERRY PILOT THEN TOOK OFF AND EXPERIENCED AN ABRUPT POWER LOSS AT 150 FT, AND THE AIRPLANE CRASHED DURING THE FORCED LANDING. THE PILOT STATED THAT THE TEMPERATURE AT THE TIME OF TAKEOFF WAS 'RIGHT AT FREEZING.'

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN COMMAND'S INADEQUATE PREFLIGHT INSPECTION WHICH RESULTED IN A POWER LOSS DUE TO ICE IN THE FUEL SYSTEM.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM - ICE
2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

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|----------------------------------|--|--|------------|
| Certificate: | Private | Age: | 48, Male |
| Airplane Rating(s): | Single-engine Land; Single-engine Sea | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--w/ waivers/lim. | Last FAA Medical Exam: | 10/25/1991 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 1454 hours (Total, all aircraft), 1 hours (Total, this make and model), 1399 hours (Pilot In Command, all aircraft), 87 hours (Last 90 days, all aircraft), 27 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-----------------------------|---------------------------------------|-----------------|
| Aircraft Make: | CHAMPION | Registration: | N4392C |
| Model/Series: | 7EC 7EC | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 421 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | 04/07/1992, Annual | Certified Max Gross Wt.: | 1450 lbs |
| Time Since Last Inspection: | 1 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 1232 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, not activated | Engine Model/Series: | C-90 |
| Registered Owner: | RICHARD GRAY | Rated Power: | 90 hp |
| Operator: | | Operating Certificate(s) Held: | None |
| Operator Does Business As: | MANLEY LAND SURVEYORS, INC. | Operator Designator Code: | |

Meteorological Information and Flight Plan

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|----------------------------------|------------------------------|---|------------------|
| Conditions at Accident Site: | Visual Conditions | Condition of Light: | Day |
| Observation Facility, Elevation: | , 0 ft msl | Distance from Accident Site: | 0 Nautical Miles |
| Observation Time: | 0000 | Direction from Accident Site: | 0° |
| Lowest Cloud Condition: | Clear / 0 ft agl | Visibility | 0 Miles |
| Lowest Ceiling: | None / 0 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 45° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 1° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | | Type of Flight Plan Filed: | None |
| Destination: | MANLEY HOT SPGS, AK (MLY) | Type of Clearance: | None |
| Departure Time: | 1630 ADT | Type of Airspace: | Class G |

Airport Information

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|----------------------|----------------|---------------------------|----------------|
| Airport: | PRIVATE STRIP | Runway Surface Type: | Dirt |
| Airport Elevation: | 3289 ft | Runway Surface Condition: | Dry; Rough |
| Runway Used: | 36 | IFR Approach: | None |
| Runway Length/Width: | 700 ft / 25 ft | VFR Approach/Landing: | Forced Landing |

Wreckage and Impact Information

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|---------------------|--------|----------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | N/A | Aircraft Fire: | Unknown |
| Ground Injuries: | N/A | Aircraft Explosion: | Unknown |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | DOUGLAS R HERLIHY | Report Date: | 12/09/1993 |
| Additional Participating Persons: | DENNIS DELO; FAIRBANKS, AK ROBERT HAXBY; FAIRBANKS, AK | | |
| Publish Date: | | | |
| 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).