



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EAGLE RIVER, AK	<b>Accident Number:</b>	ANC91FA023
<b>Date &amp; Time:</b>	02/02/1991, 1135 AST	<b>Registration:</b>	N8988R
<b>Aircraft:</b>	CHAMPION 7EC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT-IN-COMMAND STATED THAT HIS ENGINE WAS NOT PRODUCING SUFFICIENT POWER AND HE WAS UNABLE TO CLEAR TREES. HIS ENGINE DID NOT STOP TURNING. EXAMINATION OF THE TERRAIN SHOWED THAT HE TURNED TOWARD RISING TERRAIN WHEN HE STATED HE WAS HAVING AN ENGINE PROBLEM. FURTHERMORE, AN ENGINE TEST RUN SHOWED NO MECHANICAL REASON FOR THE LOSS OF POWER. THE PILOT-IN-COMMAND SUBSEQUENTLY SOLD THE AIRPLANE WRECKAGE AND ENGINE AND STATED TO THE BUYER THAT THERE WAS NOT AN ENGINE PROBLEM; THAT HE WAS UNABLE TO OUTCLIMB THE TERRAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN CLEARANCE FROM THE TERRAIN.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: CLIMB

### Findings

1. (C) PERFORMANCE DATA - MISJUDGED - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/05/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	665 hours (Total, all aircraft), 516 hours (Total, this make and model), 665 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CHAMPION	<b>Registration:</b>	N8988R
<b>Model/Series:</b>	7EC 7EC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	732
<b>Landing Gear Type:</b>	Ski	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/05/1990, Annual	<b>Certified Max Gross Wt.:</b>	1500 lbs
<b>Time Since Last Inspection:</b>	31 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2334 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	O-320-C
<b>Registered Owner:</b>	ROBERT C. BISCHOFF	<b>Rated Power:</b>	150 hp
<b>Operator:</b>	ROBERT C. BISCHOFF	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

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:	Partial Obscuration / 1500 ft agl	Visibility	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-15° C
Precipitation and Obscuration:			
Departure Point:	LOWER FIRE LAKE, AK (NONE)	Type of Flight Plan Filed:	VFR
Destination:	FIELD SITE, AK (NONE)	Type of Clearance:	None
Departure Time:	1130 AST	Type of Airspace:	Class G

## Airport Information

Airport:	FIRE LAKE	Runway Surface Type:	Ice
Airport Elevation:	0 ft	Runway Surface Condition:	Snow--dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	3500 ft / 200 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	George Kobelnyk	Report Date:	03/31/1993
Additional Participating Persons:	WILLIAM J MISSAL; ANCHORAGE, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).