



National Transportation Safety Board Aviation Accident Final Report

Location:	RUSSIAN MISSION, AK	Accident Number:	ANC89LA031
Date & Time:	01/03/1989, 1540 AST	Registration:	N7329U
Aircraft:	CESSNA 207A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

THE COMMERCIAL AIR TAXI PILOT AND HIS PASSENGER WERE UNINJURED FOLLOWING A FORCED LANDING. THE PILOT SAID THAT HE HAD FLOWN OVER HIS INTENDED LANDING SITE AT RUSSIAN MISSION, AK., TO INSPECT THE RUNWAY. ON THE DOWNWIND LEG, THE ENGINE OF CESSNA 207 LOST MOST OF ITS POWER. HE WAS UNABLE TO RESTORE SUFFICIENT POWER TO REMAIN AIRBORNE AND ELECTED TO LAND ON THE NEARBY, FROZEN, YUKON RIVER. HE SAID THAT HE MISJUDGED HIS ALTITUDE DURING THE LANDING APPROACH DUE TO THE FEATURELESS, ALL WHITE SURFACE OF THE RIVER, AND STRUCK THE SURFACE WHILE STILL IN A SLIGHT RIGHT TURN. INSPECTION OF THE CRASH SITE TWO DAYS AFTER THE ACCIDENT REVEALED NUMEROUS ICE CRYSTALS IN THE LEFT FUEL TANK SUMP. NO OTHER OBVIOUS ABNORMALITIES WERE NOTED. IT IS UNKNOWN IF THE ICE CRYSTALS FOUND IN THE FUEL TANK WERE CONTRIBUTORY TO THE ACCIDENT DUE TO THE LENGTH OF TIME BETWEEN THE SAMPLE AND THE ACCIDENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PARTIAL ENGINE POWER LOSS DUE TO UNDETERMINED REASONS. CONTRIBUTING TO THE ACCIDENT WAS THE PILOT'S IMPROPER INFLIGHT PLANNING BY FLYING AT A TRAFFIC PATTERN ALTITUDE INSUFFICIENT TO INSURE A SAFE EMERGENCY LANDING EITHER ON OR OFF THE AIRPORT AND HIS MISJUDGEMENT OF CLEARANCE ABOVE THE FROZEN RIVER.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - DOWNWIND

Findings

1. (C) POWERPLANT - FAILURE,PARTIAL
2. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. MANEUVER - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/24/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4650 hours (Total, all aircraft), 2205 hours (Total, this make and model), 4020 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 71 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7329U
Model/Series:	207A 207A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700403
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	12/18/1988, AAIP	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520
Registered Owner:	RYAN AIR, INC.	Rated Power:	300 hp
Operator:	RYAN AIR	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	UATA

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:	Unknown / 0 ft agl	Visibility	3 Miles
Lowest Ceiling:	Overcast / 700 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:	-2° C
Precipitation and Obscuration:			
Departure Point:	KALSKAG, AK (KLG)	Type of Flight Plan Filed:	Company VFR
Destination:	RUSSIAN MISSION, AK (RSH)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

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):	JAMES D LA BELLE	Report Date:	09/28/1990
Additional Participating Persons:			
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 pubinquiry@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](#).