



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	RUSSIAN MISSION, AK	<b>Accident Number:</b>	ANC89LA031
<b>Date &amp; Time:</b>	01/03/1989, 1540 AST	<b>Registration:</b>	N7329U
<b>Aircraft:</b>	CESSNA 207A	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## 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

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

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

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

## Findings

### 3. MANEUVER - IMPROPER - PILOT IN COMMAND

#### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	33
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N7329U
<b>Model/Series:</b>	207A 207A	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	RYAN AIR	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-520
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

#### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 700 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>	-2° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	KALSKAG, AK (KLG)	<b>Destination:</b>	RUSSIAN MISSION, AK (RSH)

#### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): JAMES D LA BELLE Adopted Date: 09/28/1990

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](mailto: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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