



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	FIGURE EIGHT LK, AK	<b>Accident Number:</b>	ANC86LA097
<b>Date &amp; Time:</b>	07/02/1986, 2105 AKD	<b>Registration:</b>	N5312G
<b>Aircraft:</b>	CESSNA 305	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

THE PLT ATTEMPTED AN EMERGENCY LANDING ON A LAKE FOLLOWING A PARTIAL PWR LOSS IN-FLT. DURING TOUCHDOWN THE PLT LOST CONTROL OF THE ACFT WHICH NOSED OVER ON IT'S BACK AND SANK INTO THE LAKE. THE ACFT WAS NOT RECOVERED FROM THE WATER.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

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

Occurrence #3: NOSE OVER  
Phase of Operation: LANDING - ROLL

### Findings

2. (C) AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	44
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	None
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	
<b>Flight Time:</b>	3200 hours (Total, all aircraft), 100 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5312G
Model/Series:	305 305	Engines:	1 Reciprocating
Operator:	DONALD D. KNIGHT	Engine Manufacturer:	CONTINENTAL
Operating Certificate(s) Held:	None	Engine Model/Series:	O-470-11B
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	15 knots / , 270°
Temperature:	16° C	Visibility	40 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK	Destination:	

## 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
Latitude, Longitude:			

## Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Adopted Date:	
Investigation Docket:	NTSB accident and incident docket 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 National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.