



National Transportation Safety Board Aviation Accident Final Report

Location:	SAINT MARYS, AK	Accident Number:	ANC86FA078
Date & Time:	06/16/1986, 1955 AKD	Registration:	N9699M
Aircraft:	CESSNA 207A	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT STALLED THE AIRPLANE WHILE MAKING A STEEP TURN TO AVOID HIGH VOLTAGE POWER LINES. THE AIRPLANE CAUGHT FIRE ON IMPACT AND THE AIR TAXI PILOT SUBSEQUENTLY DIED OF EXTENSIVE THERMAL INJURIES. THE PLT WAS FLYING IN FORMATION WITH ANOTHER ACFT AT LOW ALT. WHEN THE PWR LINES WERE SIGHTED THE OTHER ACFT SUCCESSFULLY PULLED UP AND AVOIDED THE WIRES. THE ACC PLT TURNED STEEPLY AND LOST CONTROL OF THE ACFT BEFORE CRASHING.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (C) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. (F) IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/21/1985
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2644 hours (Total, all aircraft), 2293 hours (Total, this make and model), 2632 hours (Pilot In Command, all aircraft), 282 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9699M
Model/Series:	207A 207A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2070718
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	06/08/1986, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	34 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3858 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	RYAN AIR SERVICE, INC.	Rated Power:	300 hp
Operator:	RYAN AIR SERVICE, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSM, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2208 ADT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	18° C / 12° C
Precipitation and Obscuration:			
Departure Point:	MARSHALL, AK (MLL)	Type of Flight Plan Filed:	Company VFR
Destination:	SAINT MARYS, AK (KSM)	Type of Clearance:	None
Departure Time:	1955 ADT	Type of Airspace:	Class G

Airport Information

Airport:	SAINT MARYS (KSM)	Runway Surface Type:	
Airport Elevation:	311 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARC STELLA	Report Date:
Additional Participating Persons:	JOHN R HALLINAN; ANCHORAGE, AK ERNEST A KEENER; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .	

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).