



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	EGEGIK, AK	<b>Accident Number:</b>	ANC84LA053
<b>Date &amp; Time:</b>	04/07/1984, 1800 AST	<b>Registration:</b>	N719MS
<b>Aircraft:</b>	BEECH BE-18D	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

THE PLT STATED THE ENGINES LOSS POWER AS A RESULT OF SNOW INGESTION AND CARBURETOR ICING UPON ENTERING CLOUDS. ACCORDING TO THE PLT, HE ENTERED THE CLOUDS AT 9000 FT MSL AND ENCOUNTERED HEAVY SNOW. HE REMAINED IMC UNTIL APPROXIMATELY 100-300 FT AGL WHEN HE 'BROKE OUT' INTO VMC FLT CONDITIONS. AFTER DITCHING THE ACFT, THE PLT AND PASSG SWAM TO SHORE. THE ACFT WASHED OUT TO SEA AND WAS NOT RECOVERED

## Probable Cause and Findings

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

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - NORMAL

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. (F) WEATHER CONDITION - SNOW
5. (C) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL

Phase of Operation: DESCENT - NORMAL

### Findings

6. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
7. (C) CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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Occurrence #3: DITCHING

Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

8. (F) TERRAIN CONDITION - WATER, GLASSY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	09/01/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1439 hours (Total, all aircraft), 158 hours (Total, this make and model), 1409 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BEECH	<b>Registration:</b>	N719MS
<b>Model/Series:</b>	BE-18D BE-18D	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	A-320
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/06/1984, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	8750 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6660 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	R-985 SERIES
<b>Registered Owner:</b>	LAWRENCE L. BRADLEY	<b>Rated Power:</b>	450 hp
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	KING FLYING SERVICE	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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 / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	135°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1 °C
Precipitation and Obscuration:			
Departure Point:	SAND POINT, AK (SDP)	Type of Flight Plan Filed:	None
Destination:	KING SALMON, AK (AKN)	Type of Clearance:	None
Departure Time:	1630 CST	Type of Airspace:	Class E

## Airport Information

Airport:	EGEGIK (Z03)	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water--calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced Landing

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Destroyed
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):	RONALD E MICKLE	Report Date:	
Additional Participating Persons:			
Publish 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 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](#).