



National Transportation Safety Board Aviation Accident Final Report

Location:	YAKUTAT, AK	Accident Number:	ANC92FAMS2
Date & Time:	05/03/1992, 1830 AKD	Registration:	N69469
Aircraft:	CESSNA 340	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRPLANE BECAME MISSING WHILE ON AN IFR FLIGHT IN INSTRUMENT CONDITIONS FROM YAKUTAT, ALASKA TO ANCHORAGE, ALASKA. THERE WAS NOT FURTHER RADIO COMMUNICATION WITH THE AIRPLANE AFTER THE PILOT REPORTED LEVEL AT HIS ASSIGNED ALTITUDE OF 12,000 FEET MSL. AFTER LISTENING TO FAA AIR TRAFFIC CONTROL TAPES OF COMMUNICATIONS WITH THE PILOT, HIS WIFE STATED THAT SEVERAL MINUTES AFTER THE POINT WHICH THE FAA SAID WAS THE LAST TRANSMISSION FROM THE PILOT, SHE HEARD HER HUSBAND SAY SOMETHING ABOUT '6,000' AND 'ICING CONDITIONS'. AN ENHANCEMENT EXAMINATION OF THE TAPES BY THE FBI LABORATORY FAILED TO CONFIRM THIS INFORMATION. AIRCRAFT DAMAGE AND OCCUPANT INJURIES ARE PRESUMED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: MISSING AIRCRAFT DUE TO UNDETERMINED CAUSES.

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Commercial; Private	Age:	45, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/09/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	2334 hours (Total, all aircraft), 460 hours (Total, this make and model), 2232 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N69469
Model/Series:	340 340	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	340-0316
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	10/31/1991, Annual	Certified Max Gross Wt.:	5975 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520
Registered Owner:	ROTH, JEFFREY H.	Rated Power:	310 hp
Operator:	ROTH, JEFFREY H.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	YAK, 33 ft msl	Distance from Accident Site:	70 Nautical Miles
Observation Time:	1640 ADT	Direction from Accident Site:	139°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	3 Miles
Lowest Ceiling:	Broken / 1100 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	17 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	7° C / 6° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	ANCHORAGE, AK (MRI)	Type of Clearance:	IFR
Departure Time:	1805 ADT	Type of Airspace:	Class E

Airport Information

Airport:		Runway Surface Type:	N/A
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Report Date:	09/14/1993
Additional Participating Persons:	NED T HORNE; JUNEAU, 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 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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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](#).