



National Transportation Safety Board

Aviation Accident Final Report

Location:	Crooked Creek, Alaska	Accident Number:	ANC09LA058
Date & Time:	June 16, 2009, 16:20 Local	Registration:	N1623U
Aircraft:	Cessna 207	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The commercial pilot was on a Title 14, CFR Part 91, other work use flight when the accident occurred. As he approached his destination airport, he said he saw a large rain squall moving over the airport, and he elected to remain south of the airport to allow time for it to move. He reported that while maneuvering the airplane at 1,000 feet msl, all engine power was lost. Unable to restore engine power, the pilot selected a marshy tree-covered area as a forced landing site. The airplane sustained substantial damage to the fuselage during the forced landing. The NTSB discovered no mechanical problems with the engine during a postaccident teardown and examination.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power for an undetermined reason.

Findings

Not determined	(general) - Unknown/Not determined
Environmental issues	Rough terrain - Contributed to outcome
Aircraft	(general) - Inoperative

Factual Information

On June 16, 2009, about 1620 Alaska daylight time, a Cessna 207 airplane, N1623U, sustained substantial damage during a forced landing about 2 miles south of the Crooked Creek Airport, Crooked Creek, Alaska. The airplane was being operated by Bush-Tell, Inc., Aniak, Alaska, as a visual flight rules (VFR) other work use flight under Title 14, CFR Part 91, when the accident occurred. Of the three people aboard, the commercial pilot and one passenger were not injured, and one passenger sustained minor injuries. The flight originated at the Sleetmute Airport, Sleetmute, Alaska, about 1530, and company flight following procedures were in effect.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on June 17, the pilot noted that the purpose of the flight was to transport a crew of telecommunications technicians from Aniak to Sleetmute, then continue on to Crooked Creek before returning to Aniak later that evening. He said that the flight between Aniak and Sleetmute was uneventful, but noted that he had some difficulty starting the airplane's engine before departing Sleetmute. He said that once the engine started, it operated without difficulty, and he departed for Crooked Creek.

As the flight approached the Crooked Creek Airport, the pilot said he saw a large rain squall moving over the airport, and he elected to remain south of the airport to allow time for the rain squall to move away from the airport. He reported that while maneuvering the airplane at 1,000 feet msl, all engine power was lost. After completing the emergency procedures for a loss of engine power, the pilot said he was unable to restart the engine, and he selected a marshy tree-covered site as a forced landing area. During the forced landing, the airplane collided with trees, and sustained substantial damage to the fuselage and wings.

The airplane was equipped with a Teledyne Continental Motors (TCM) IO-520 series engine. On July 27, 2009, at the direction and under the supervision of the NTSB IIC, an engine teardown and inspection was accomplished at B.J. Custom Aircraft Engines, Inc., Palmer, Alaska. The engine inspection revealed no preaccident mechanical anomalies.

History of Flight

Maneuvering	Loss of engine power (total) (Defining event)
Landing	Off-field or emergency landing
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	56, Male
Airplane Rating(s):	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):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	March 13, 2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1388 hours (Total, all aircraft), 486 hours (Total, this make and model), 81 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1623U
Model/Series:	207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700223
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	October 13, 2008 Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	105 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9089 Hrs at time of accident	Engine Manufacturer:	CONT MOTOR
ELT:	C126 installed, activated, aided in locating accident	Engine Model/Series:	IO 520 SERIES
Registered Owner:		Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 2000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	/
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.65 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	Light - Showers - Drizzle		
Departure Point:	Sleemute, AK (SLQ)	Type of Flight Plan Filed:	Company VFR
Destination:	Crooked Creek, AK (CJX)	Type of Clearance:	None
Departure Time:	15:20 Local	Type of Airspace:	

Airport Information

Airport:	Crooked Creek Airport CJX	Runway Surface Type:
Airport Elevation:	178 ft msl	Runway Surface Condition:
Runway Used:		IFR Approach:
Runway Length/Width:		VFR Approach/Landing:

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	61.867221,-158.13417(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Kenneth J Clark; Federal Aviation Administration (Airworthiness); Anchorage, AK
Original Publish Date:	May 11, 2010
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=74070

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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](#).