



# Aviation Investigation Factual Report

<b>Location:</b>	SLEETMUTE, Alaska	<b>Accident Number:</b>	ANC98LA149
<b>Date &amp; Time:</b>	September 13, 1998, 10:22 Local	<b>Registration:</b>	N1754U
<b>Aircraft:</b>	Cessna 207	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Factual Information

On September 13, 1998, about 1022 Alaska daylight time, a wheel equipped Cessna 207 airplane, N1754U, sustained substantial damage during takeoff from a remote private airstrip, about 51 miles south of Sleetmute, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand passenger flight under Title 14 CFR Part 135 when the accident occurred. The airplane was operated by Inland Aviation Services Inc., Aniak, Alaska. The certificated commercial pilot, and the three passengers, were not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect.

The operator reported the airplane was departing downhill on runway 14 at the Taylor Mountain Mine airstrip. The dirt/gravel airstrip, elevation 1,000 feet msl, is 1,950 feet long, and 12 feet wide. When the pilot rotated the airplane for takeoff, he heard a loud bang. After lift off, the pilot discovered the elevator was jammed in the up position. He lowered the flaps, and reduced engine power. The pilot was able to control the airplane's pitch attitude by holding full forward elevator pressure on the control yoke, and applying full nose down trim. The flight landed at Aniak without further problems. After landing, an inspection of the airplane revealed a dent in the underside of the aft edge of the left stabilizer, and the leading edge of the elevator. The dent was in-line with the left landing gear tire.

The landing gear of the accident airplane is 10 feet wide.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 24, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1940 hours (Total, all aircraft), 250 hours (Total, this make and model), 1890 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N1754U
<b>Model/Series:</b>	207 207	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20700354
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	INLAND HOLDINGS INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	INLAND AVIATION SERVICES INC.	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135), On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	B7TC

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	315°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	(AK64)	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	ANIAK (PANI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:22 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	TAYLOR MOUNTAIN MINE AK64	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	1000 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1950 ft / 12 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	61.680027,-157.159133(est)

## Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	GLENN SMITH (FAA); ANCHORAGE , AK
Report Date:	February 16, 1999
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=43982">https://data.nts.gov/Docket?ProjectID=43982</a>

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