



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC94LA019
Date & Time:	November 20, 1993, 11:15 Local	Registration:	N7586Z
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

AFTER TAKE OFF THE PILOT ATTEMPTED TO REDUCE THE POWER BY RETARDING THE THROTTLE. THE THROTTLE WAS STIFF AND HE APPLIED MORE PRESSURE AND THEN IT JERKED OUT AND HE WAS ONLY ABLE TO MAINTAIN 1000 RPM ON HIS ENGINE. MANIPULATION OF THE THROTTLE DID NOT CHANGE THE RPM. HE WAS FORCED TO LAND ON A TAXIWAY AND THE AIRPLANE STRUCK TWO PARKED VEHICLES DURING THE ROLL OUT. EXAMINATION OF THE AIRPLANE SHOWED THAT THE THROTTLE CABLE HAD FROZEN DUE TO MOISTURE. THE PILOT STATED HE PREHEATED THE ENGINE COMPARTMENT TO A WARM TEMPERATURE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FROZEN THROTTLE CABLE DUE TO MOISTURE.

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - NONMECHANICAL
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) THROTTLE/POWER LEVER,CABLE - FROZEN

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

2. OBJECT - VEHICLE

Factual Information

On November 20, 1993, at 1115 Alaska standard time, a wheel equipped Cessna 206 airplane, N7586Z, registered to and operated by Airlift Alaska, experienced a non-mechanical power loss during takeoff and was forced to land. The business flight, operating under 14 CFR Part 91, was departing Merrill Field on a visual flight rules flight plan and visual meteorological conditions prevailed. The destination was the Denali Strip #2 near Cantwell, Alaska. The airplane was substantially damaged and two vehicles were also damaged. The Airline Transport Certificated Pilot-in-Command and his passenger were not injured.

According to the Pilot in Command, they had reached an altitude of 500 feet above ground level and he tried to reduce power. The throttle would not move so he pulled harder. The throttle then jerked out and the engine power reduced to less than 1000 RPM. The Pilot-in-Command attempted to push the throttle back in but it would not move. They subsequently completed a forced landing on taxiway "delta" on Merrill Field.

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 19, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12500 hours (Total, all aircraft), 3500 hours (Total, this make and model), 12300 hours (Pilot In Command, all aircraft), 270 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7586Z
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20606371
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	September 28, 1993 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	13 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4423 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	MICHAEL J. YORKE	Rated Power:	300 Horsepower
Operator:	AIRLIFT ALASKA	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	HYGA

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:	Clear	Visibility	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	CANTWELL , AK	Type of Clearance:	VFR
Departure Time:	11:10 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	MERRILL FIELD MRI	Runway Surface Type:	Asphalt
Airport Elevation:	136 ft msl	Runway Surface Condition:	Ice;Snow
Runway Used:	15	IFR Approach:	None
Runway Length/Width:	3000 ft / 75 ft	VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	61.220199,-149.849884(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	BOB BILAK; ANCHORAGE , AK
Original Publish Date:	June 30, 1994
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2474

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).