



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | RUBY, Alaska                         | <b>Accident Number:</b> | ANC87LA022  |
| <b>Date &amp; Time:</b>        | December 22, 1986, 12:15 Local       | <b>Registration:</b>    | N734WE      |
| <b>Aircraft:</b>               | CESSNA 206                           | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE PILOT STATED THAT DURING THE LANDING ROLL ON THE FROZEN RIVER, HE LOST CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO GROUND LOOP.

## Probable Cause and Findings

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

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) TERRAIN CONDITION - ICY
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - NOT IDENTIFIED - PILOT IN COMMAND
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

## Factual Information

### Pilot Information

|                                  |   |  |                   |
|----------------------------------|---|--|-------------------|
| <b>Certificate:</b>              | Airline transport   | <b>Age:</b>                              | 37, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; 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--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | February 27, 1986 |
| <b>Occupational Pilot:</b>       | Yes   | <b>Last Flight Review or Equivalent:</b> |                   |
| <b>Flight Time:</b>              | 8500 hours (Total, all aircraft), 2600 hours (Total, this make and model), 8200 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 23 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                          |                                       |                 |
|--------------------------------------|--------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | CESSNA                   | <b>Registration:</b>                  | N734WE          |
| <b>Model/Series:</b>                 | 206 206                  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Utility                  | <b>Serial Number:</b>                 | U20604883       |
| <b>Landing Gear Type:</b>            | Tricycle                 | <b>Seats:</b>                         | 6               |
| <b>Date/Type of Last Inspection:</b> | June 13, 1986 Annual     | <b>Certified Max Gross Wt.:</b>       | 3500 lbs        |
| <b>Time Since Last Inspection:</b>   | 200 Hrs                  | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 1950 Hrs                 | <b>Engine Manufacturer:</b>           | CONTINENTAL     |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>           | IO-520          |
| <b>Registered Owner:</b>             | JOSEPH MATTIE            | <b>Rated Power:</b>                   | 285 Horsepower  |
| <b>Operator:</b>                     |                          | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    |                          | <b>Operator Designator Code:</b>      |                 |

## 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>                           | 100 miles    |
| <b>Lowest Ceiling:</b>                  | None                             | <b>Visibility (RVR):</b>                    |              |
| <b>Wind Speed/Gusts:</b>                | 5 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /            |
| <b>Wind Direction:</b>                  | 300°                             | <b>Turbulence Severity Forecast/Actual:</b> | /            |
| <b>Altimeter Setting:</b>               | 29 inches Hg                     | <b>Temperature/Dew Point:</b>               | -23°C / -7°C |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |              |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None         |
| <b>Destination:</b>                     |                                  | <b>Type of Clearance:</b>                   | None         |
| <b>Departure Time:</b>                  | 11:30 Local                      | <b>Type of Airspace:</b>                    | Class G      |

## Airport Information

|                             |             |                                  |           |
|-----------------------------|-------------|----------------------------------|-----------|
| <b>Airport:</b>             |             | <b>Runway Surface Type:</b>      |           |
| <b>Airport Elevation:</b>   | 0 ft msl    | <b>Runway Surface Condition:</b> |           |
| <b>Runway Used:</b>         | 0           | <b>IFR Approach:</b>             | None      |
| <b>Runway Length/Width:</b> | 0 ft / 0 ft | <b>VFR Approach/Landing:</b>     | Full stop |

## Wreckage and Impact Information

|                            |        |                             |                            |
|----------------------------|--------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> | 1 None | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 None | <b>Latitude, Longitude:</b> | 65.030113,-154.910736(est) |

## Administrative Information

**Investigator In Charge (IIC):** Michelangelo, James

**Additional Participating Persons:**

**Original Publish Date:**

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.ntsb.gov/Docket?ProjectID=4814>

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