



Aviation Investigation Final Report

Location:	SCAMMON BAY, Alaska	Incident Number:	ANC82IA076
Date & Time:	August 25, 1982, Local	Registration:	N3870G
Aircraft:	CESSNA 206B	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

WHEN ON SHORT FINAL THE PILOT ATTEMPTED TO ADD POWER FOR GLIDE PATH CORRECTION BUT RECEIVED NO ENGINE RESPONSE. HE SWITCHED TANKS AND OPENED THE STRAINER DRAIN VALVE BECAUSE OF PREVIOUS WATER CONTAMINATION PROBLEMS. HE MADE A LEFT TURN TO MAKE AN EMERGENCY LANDING ON A RIVER BANK, AND ABOUT FIVE SECONDS BEFORE TOUCH DOWN, SWITCHED ON THE FUEL BOOST PUMP. STILL NO RESPONSE FROM THE ENGINE OCCURRED. THE AIRCRAFT LANDED ON THE RIVER BANK, COLLAPSING THE NOSE GEAR AND RECEIVING OTHER AIRFRAME DAMAGE. SUBSEQUENT INVESTIGATION REVEALED THE PRESENCE OF WATER IN THE FUEL SUMP. THE PILOT STATED THAT HE HAD BEEN EXPERIENCING FUEL CONTAMINATION FROM A VARIETY OF SOURCES.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) FLUID,FUEL - WATER

Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. (F) TERRAIN CONDITION - ROUGH/UNEVEN

4. LANDING GEAR, NOSE GEAR - OVERLOAD

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		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:	June 11, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3830 hours (Total, all aircraft), 3167 hours (Total, this make and model), 3667 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 91 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3870G
Model/Series:	206B 206B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U206-0870
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2728 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	FRANK ALLEN BORMAN	Rated Power:	300 Horsepower
Operator:	FRANK ALLEN BORMAN	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

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:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	EMMONAK , AK (SZ0)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	13:15 Local	Type of Airspace:	

Airport Information

Airport:	SCAMMON BAY SCM	Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	10	IFR Approach:	None
Runway Length/Width:	2800 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.790725,-165.959121(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: August 25, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=72565>

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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](#).