



# Aviation Investigation Final Report

|                                |                                      |                         |            |
|--------------------------------|--------------------------------------|-------------------------|------------|
| <b>Location:</b>               | Whittier, Alaska                     | <b>Accident Number:</b> | ANC19LA008 |
| <b>Date &amp; Time:</b>        | November 27, 2018, 12:30 Local       | <b>Registration:</b>    | N7207A     |
| <b>Aircraft:</b>               | Cessna 172                           | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         | Loss of engine power (total)         | <b>Injuries:</b>        | 2 Minor    |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |            |

## Analysis

According to the student pilot, on a previous flight the same day, while on final approach to the off-airport landing site, the engine lost all power. He applied carburetor heat and was able to restart the engine and landed uneventfully.

Following the event, the pilot sumped the fuel system and removed 7 vials of water. He then taxied for departure and completed an engine run-up. The engine briefly ran roughly and then began to smooth out with no anomalies noted. Just after departure, about 30 ft above ground level, the engine lost all power. The airplane impacted trees off the departure end of the airstrip and was destroyed by postcrash fire.

Due to the remote location of the accident site, the airplane was not recovered or examined after the accident; therefore, the reason for the loss of engine power could not be determined.

## 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 reasons that could not be determined based on the available evidence.

## Findings

|                             |                                    |
|-----------------------------|------------------------------------|
| <b>Not determined</b>       | (general) - Unknown/Not determined |
| <b>Environmental issues</b> | Tree(s) - Contributed to outcome   |

# Factual Information

## History of Flight

|             |   |
|-------------|---|
| Takeoff     | Loss of engine power (total) (Defining event) |
| Takeoff     | Collision with terr/obj (non-CFIT)            |
| Post-impact | Fire/smoke (post-impact)                      |

On November 27, 2018, about 1230 Alaska standard time, a Cessna 172 airplane, N7207A, was destroyed during a forced landing and postcrash fire following a total loss of engine power shortly after departure from an off-airport landing site on Montague Island about 60 miles east of Seward, Alaska. The student pilot and one passenger sustained minor injuries. The airplane was registered to and operated by the pilot as a 14 *Code of Federal Regulations* Part 91 visual flight rules (VFR) flight. Visual meteorological conditions prevailed, and no flight plan had been filed.

According to the pilot, on a previous flight the same day, while on final approach to the off-airport landing site on Montague Island the engine lost all power. He applied carburetor heat and was able to restart the engine and landed uneventfully.

Following the event, the pilot sumped the fuel system and removed 7 vials of water. He then taxied for departure and completed a run-up. The engine continued to run rough for a short period of time, then began to smooth out with no anomalies noted.

Just after departure from the off-airport landing site, at about 30 ft above ground level, the engine lost all power. The airplane impacted Alder trees off the departure end of the airstrip and was destroyed by postcrash fire.

The aircraft was equipped with a Continental Motors O-300 series engine.

Due to the remote location of the accident site, the airplane was not recovered or examined after the accident.

The closet weather reporting facility is Seward Airport (PAWD), Seward, Alaska, about 60 miles west of the accident site. At 1353, an aviation routine weather report (METAR) from PAWD was reporting in part: wind, calm; sky condition, broken clouds at 3,800 ft, broken clouds at 4,900 ft, overcast clouds at 6,000 ft; visibility, 10 statute miles; temperature, 45° F; dewpoint, 41° F; altimeter, 29.06 inHg.

## Pilot Information

|                                  |                                     |  |                 |
|----------------------------------|-------------------------------------|--|-----------------|
| <b>Certificate:</b>              | Student                             | <b>Age:</b>                              | 39,Male         |
| <b>Airplane Rating(s):</b>       | None                                | <b>Seat Occupied:</b>                    | Left            |
| <b>Other Aircraft Rating(s):</b> | None                                | <b>Restraint Used:</b>                   | 3-point         |
| <b>Instrument Rating(s):</b>     | None                                | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | None                                | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 3 Without waivers/limitations | <b>Last FAA Medical Exam:</b>            | October 1, 2018 |
| <b>Occupational Pilot:</b>       | No                                  | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              |                                     |  |                 |

## Aircraft and Owner/Operator Information

|                                      |   |                                       |                 |
|--------------------------------------|---|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cessna  | <b>Registration:</b>                  | N7207A          |
| <b>Model/Series:</b>                 | 172 Undesignat  | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 1956  | <b>Amateur Built:</b>                 |                 |
| <b>Airworthiness Certificate:</b>    | Normal  | <b>Serial Number:</b>                 | 29307           |
| <b>Landing Gear Type:</b>            | Tricycle  | <b>Seats:</b>                         |                 |
| <b>Date/Type of Last Inspection:</b> | September 11, 2018 Annual                             | <b>Certified Max Gross Wt.:</b>       | 2299 lbs        |
| <b>Time Since Last Inspection:</b>   |   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 5080 Hrs at time of accident                          | <b>Engine Manufacturer:</b>           | Continental     |
| <b>ELT:</b>                          | C126 installed, activated, aided in locating accident | <b>Engine Model/Series:</b>           | O-300 SER       |
| <b>Registered Owner:</b>             |   | <b>Rated Power:</b>                   | 145 Horsepower  |
| <b>Operator:</b>                     | On file   | <b>Operating Certificate(s) Held:</b> | None            |

## Meteorological Information and Flight Plan

|   |                      |   |           |
|---|----------------------|---|-----------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)         | <b>Condition of Light:</b>                  | Day       |
| <b>Observation Facility, Elevation:</b> | PAWD                 | <b>Distance from Accident Site:</b>         |           |
| <b>Observation Time:</b>                | 22:53 Local          | <b>Direction from Accident Site:</b>        |           |
| <b>Lowest Cloud Condition:</b>          |                      | <b>Visibility</b>                           | 10 miles  |
| <b>Lowest Ceiling:</b>                  | Broken / 3800 ft AGL | <b>Visibility (RVR):</b>                    |           |
| <b>Wind Speed/Gusts:</b>                | /                    | <b>Turbulence Type Forecast/Actual:</b>     | /         |
| <b>Wind Direction:</b>                  |                      | <b>Turbulence Severity Forecast/Actual:</b> | /         |
| <b>Altimeter Setting:</b>               | 29.05 inches Hg      | <b>Temperature/Dew Point:</b>               | 7°C / 5°C |
| <b>Precipitation and Obscuration:</b>   | Light - None - Rain  |   |           |
| <b>Departure Point:</b>                 | Whittier, AK         | <b>Type of Flight Plan Filed:</b>           | None      |
| <b>Destination:</b>                     |                      | <b>Type of Clearance:</b>                   | None      |
| <b>Departure Time:</b>                  |                      | <b>Type of Airspace:</b>                    | Class G   |

## Wreckage and Impact Information

|                            |         |                             |                            |
|----------------------------|---------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 Minor | <b>Aircraft Damage:</b>     | Destroyed                  |
| <b>Passenger Injuries:</b> | 1 Minor | <b>Aircraft Fire:</b>       | On-ground                  |
| <b>Ground Injuries:</b>    | N/A     | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 Minor | <b>Latitude, Longitude:</b> | 59.878887,-147.747772(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Banning, David  |
| <b>Additional Participating Persons:</b> | Matthew Dahl; Federal Aviation Administration; Soldotna, AK   |
| <b>Original Publish Date:</b>            | April 13, 2020  |
| <b>Note:</b>                             | The NTSB did not travel to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=98700">https://data.nts.gov/Docket?ProjectID=98700</a> |

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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](#).