

**NATIONAL TRANSPORTATION SAFETY BOARD
PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT**

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Takotna State: AK
 ZIP: 99675 Country: USA
 Latitude: 63:03:23 N (dd:mm:ss N/S) Longitude: 156:13:30 W (ddd:mm:ss E/W)

Date/Time

Date: 08/23/2013 Local Time: 15:45
mm/dd/yyyy Time Zone: ADT

Phase of Operation

☐ Standing ☐ Takeoff (incl. initial climb) ☒ Cruise ☐ Hover
☐ Taxi ☐ Climb ☐ Maneuvering ☐ Other
☐ Descent ☐ Landing ☐ Approach ☐ Unknown

Collision with Other Aircraft

☐ Midair
☐ On-ground
☒ None

Altitude of In-Flight Occurrence

2,000 ft MSL

AIRCRAFT INFORMATION

Manufacturer: Cessan

Model: U206F

Serial Number: U20602825

Registration Number: N35952

Amateur-built: ☐ Yes ☒ No

Max Gross Weight: 3,800 lbs

Weight at Time of Accident/Incident: 3,313 lbs

Location of Center of Gravity at Time of Accident/Incident:

40.4 inches from ☐ nose or ☒ datum
 -or- Percent Mean Aerodynamic Cord (% MAC)

Category of Aircraft

☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyrocraft
☐ Helicopter
☐ Powered lift
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate
(Check all that apply)

Standard **Special**
☒ Normal ☐ Restricted
☐ Utility ☐ Limited
☐ Acrobatic ☐ Provisional
☐ Transport ☐ Experimental
☐ Special Flight ☐ Light Sport

Number of Seats: 6

If Large Aircraft, how many seats for:

Flight Crew:

Cabin Crew:

Passengers:

Landing Gear ☒ Retractable

Check any additional landing gear configuration that applies:

☐ Tricycle ☐ Tailwheel
☒ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Unknown

Type of Maintenance Program

☒ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify:

Last Inspection Type

☒ 100 Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☒ Annual ☐ Unknown

Date Last Inspection: 4/2/2013
mm/dd/yyyy

Airframe Total Time: 11,471 hrs

hours measured at (check one)

☒ Last Inspection ☐ Time of Accident/Incident

IFR Equipped

☒ Yes ☐ No ☐ Unknown

Staff Warning System Installed

☒ Yes ☐ No ☐ Unknown

Type of Fire Extinguishing System

☐ None
☒ Specify Portable Halon

ELT Installed

☒ Yes ☐ No

ELT Activated

☐ Yes ☒ No

ELT Manufacturer: Ameriking

Model/Series: AK451-2

ELT Aided in Locating Accident/Incident

☐ Yes ☒ No

Serial Number: AE2C4 108E0 002CD (Beacon ID)

Battery Type: Ameriking D-cell assembly

Battery Exp. Date: March-2016

Engine Type

☒ Reciprocating ☐ Turbo Jet
☐ Turbo Shaft ☐ Turbo Fan
☐ Turbo Prop ☐ Unknown

Reciprocating Fuel System Type

☐ Carburetor
☒ Fuel Injected

Propeller

☐ Fixed Pitch
☒ Controllable Pitch

Manufacturer: Hartzell

Model: PHC-J3YF-1RF/F8086

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm/dd/yyyy	Engine Rated Power Measured as (check one) ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	Continental	IO550N	821253-R	12/01/2001	310	1,620	84	1,620
Eng. 2								
Eng. 3								
Eng. 4								

OWNER/OPERATOR INFORMATION			
Registered Aircraft Owner Name: <u>Johnson Services, LLC</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		Owner Address City: <u>[REDACTED] Fairbanks</u> State: <u>AK</u> ZIP: <u>99709</u> Country: <u>USA</u>	
Operator of Aircraft ☐ Same As Registered Owner Name: <u>Yute Air Taxi, Inc.</u> Doing Business As: <u>Yute Air Taxi</u> Air Carrier/Operator Designator (4 Character Code): <u>YUEC5921</u>		Operator Address ☐ Same As Registered Owner City: <u>[REDACTED] Wasilla</u> State: <u>AK</u> ZIP: <u>99654</u> Country: <u>USA</u>	
Regulation Flight Conducted Under ☐ FAR 91 ☐ FAR 129 ☐ FAR 91 Special Flight ☐ Public Use (select type) ☐ FAR 103 ☐ FAR 133 ☐ Non-US, Commercial ☐ Federal ☐ State ☐ Local ☐ FAR 121 ☒ FAR 135 ☐ Non-US, Non-commercial ☐ Unknown ☐ FAR 125 ☐ FAR 137 ☐ Armed Forces		Revenue Sightseeing Flight ☐ Yes ☒ No Air Medical Flight ☐ Yes ☒ No	
Purpose of Flight for FAR 91, 103, 133, 137 (Select one) ☐ Personal ☐ Business ☐ Executive/Corporate ☐ Other Work Use ☐ Instructional ☐ Ferry ☒ Positioning ☐ Aerial Application ☐ Aerial Observation ☐ Air Drop ☐ Air Race / Show ☐ Flight Test ☐ Public Use ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 (Select one) ☐ Scheduled or Commuter ☒ Non-Scheduled or Air Taxi Domestic or International ☒ Domestic ☐ International	Type of Commercial Operating Certificate Held (Check all that apply) ☐ None ☐ Flag Carrier Operating Certificate (121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (129) ☐ Commuter Air Carrier (135) ☒ On-Demand Air Taxi (135) ☐ Large Helicopter (127) ☐ Rotorcraft External Load (133) - or - ☐ Agricultural Aircraft (137) ☐ Other Operator of Large Aircraft	
OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)			
Aircraft Registration Number _____	Manufacturer: _____ Model: _____		Damage to Other Aircraft ☐ Destroyed ☐ Minor ☐ Substantial ☐ None
Registered Owner of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
Pilot of Other Aircraft First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____			
MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)			
Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No ☐ Unknown <i>(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)</i> Engine, Continental, IO550N SN821253-R Engine instantly lost power with no warning and with pilot attempts to restore power unsuccessful. Propeller continued to turn, seemingly with minimal drag, and with unusual "mechanical" sound. Suspect possible engine crank failure.			Total Time/Cycles On Part 1,620 Hours _____ Cycles Time Since This Part Inspected/Overhauled 1,620 Hours
DAMAGE TO AIRCRAFT AND OTHER PROPERTY			
Aircraft Damage ☐ None ☒ Substantial ☐ Minor ☐ Destroyed	Aircraft Fire ☐ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground		Aircraft Explosion ☐ None ☐ Both Ground and In-Flight ☐ In-Flight ☐ Unknown Origin ☐ On-Ground

Description of Damage to Aircraft and Other Property (use additional sheet if necessary)

AIRPORT INFORMATION (If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)

Airport Identifier: _____ **Distance From Airport Center:** _____ SM
Airport Name: _____ **Direction From Airport:** _____ degrees MAG
Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip **Airport Elevation:** _____ ft. MSL

Approach Segment (Select one)

☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around
☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)

IFR Approach (Check all that apply)

☐ None ☐ PAR ☐ MLS ☐ Practice
☐ ADF/NDB ☐ Sidestep ☐ LDA ☐ GPS
☐ SDF ☐ ILS ☐ ASR ☐ Loran
☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown
☐ VOR/DME ☐ LOC-back course ☐ Contact
☐ TACAN ☐ RNAV ☐ Circling

VFR Approach (Check all that apply)

☐ None ☐ Stop and Go
☐ Traffic Pattern ☐ Touch and Go
☐ Straight-In ☐ Simulated Forced Landing
☐ Valley/Terrain Following ☐ Forced Landing
☐ Go Around ☐ Precautionary Landing
☐ Full Stop ☐ Unknown

Runway Information

Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft

Runway/Landing Surface (Check all that apply)

☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water
☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Unknown
☐ Dirt ☐ Ice ☐ Snow

Condition of Runway/Landing Surface (Check all that apply)

☐ Dry ☐ Snow-Compacted ☐ Water-Calm
☐ Holes ☐ Snow-Crusted ☐ Water-Choppy
☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy
☐ Rough ☐ Snow-Wet ☐ Wet
☐ Rubber Deposits ☐ Soft ☐ Unknown
☐ Slush Covered ☐ Vegetation

FLIGHT ITINERARY INFORMATION

Last Departure Point

Airport ID: PAMC
City: McGrath
State: AK
Country: USA

Time of Departure

Time: 15:30
Time Zone: ADT

Destination

Airport ID: None
City: Innoko Field Camp Slough
State: AK
Country: USA

Type Flight Plan Filed

☐ None ☐ VFR/IFR
☐ Company VFR ☐ IFR
☐ Military VFR ☐ Unknown
☒ VFR
Activated? ☒ Yes ☐ No

Type of ATC Clearance/Service (Check all that apply)

☐ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☒ Cruise
☒ VFR ☐ IFR ☐ VFR On Top ☒ Traffic Advisory ☐ Unknown / NA

Airspace where the accident/incident occurred (Check all that apply)

☐ Class A ☐ Class E ☐ Prohibited Area ☐ Jet Training Area ☐ Special
☐ Class B ☒ Class G ☐ Restricted Area ☐ TRSA ☐ Air Traffic Control Area
☐ Class C ☐ Demo Area ☐ Military Operations Area (MOA) ☐ FAR 93 ☐ Unknown
☐ Class D ☐ Warning Area ☐ Airport Advisory Area

Aircraft Load Description (Check all that apply)

☐ None ☐ Towing Glider ☐ Parachutists ☐ Livestock
☐ Passengers ☐ Towing Banner ☐ Water ☐ Unknown
☐ Cargo ☐ Other External ☐ Chemical/Fertilizer/Seeds

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(convert from pounds, as necessary)

_____ 40 Gallons

Fuel Type

☐ 80/87 ☐ 115/145 ☐ JP3 ☐ Other, specify _____
☒ 100 Low Lead ☐ Jet A ☐ JP4
☐ 100/130 ☐ Automotive ☐ JP5

Other Services, if Any, Prior to Departure

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☐ Yes ☒ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE**Weather Observation Facility**Facility ID: PAMCObservation Time: 15:55Time Zone: ADTDistance from Accident Site: 18 NMDirection from Accident Site: 270 degrees MAG**Source of Weather Information**

(Check all that apply)

☐ National Weather Service☒ Flight Service Station☐ TV/Radio☐ Automated Report☐ Commercial Weather Service (DUATS)☐ Company☐ Military☐ Internet☐ Unknown**Method of Briefing**

(Check all that apply)

☐ In Person☐ Teletype☒ Telephone/Computer☐ Aircraft Radio☐ TV/Radio☐ Unknown**Briefing Type/Completeness**☒ Full☐ Partial / Limited By Pilot☐ Partial / Limited By Briefer☐ Abbreviated☐ Unknown☐ Not Pertinent**Light Condition**☐ Dawn☒ Day☐ Dusk☐ Night☐ Dark Night☐ Bright Night☐ Not Reported**Visibility**10 miles**Sky/Lowest Cloud Condition**☐ Clear☐ Few☐ Partial Obscuration☐ Scattered☐ Thin Broken☐ Thin Overcast☐ Unknown**Ceiling**☐ None (clear)☒ Broken☐ Overcast☐ Obscured☐ Indefinite☐ Unknown**Restriction to Visibility (Check all that apply)**☒ None☐ Blowing Dust☐ Blowing Sand☐ Blowing Snow☐ Blowing Spray☐ Dust☐ Fog☐ Ground Fog☐ Haze☐ Ice Fog☐ Smoke☐ Unknown**Lowest Cloud Condition Height**1,200 ft AGL**Ceiling Height**1,200 ft AGL**Wind Direction**☐ Indicated: degrees MAG☐ Variable**Wind Speed**Velocity: 0 KTS

-or-

☒ Calm☐ Light and Variable**Wind Gusts**Velocity: 0 KTS☐ Gusting☒ Not Gusting**Type of Turbulence (Check all that apply)**☒ None☐ Clear Air☐ In Clouds☐ Vicinity of Thunderstorm**Severity of Turbulence**☐ Extreme☐ Severe☐ Moderate☐ Moderate Chop☐ Light**NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident**

AIRMET for IFR and mountain obscuration.

Temperature: (C)
or 53 (F)Altimeter Setting: 29.73 in. HG
or MBDensity Altitude: 2,200 ftDew Point: (C)
or 48 (F)**Icing Forecast**

Amount

☒ None ☐ Moderate
☐ Trace ☐ Severe
☐ Light

Type

☐ Rime
☐ Clear
☐ Mixed**Icing Actual**

Amount

☒ None ☐ Moderate
☐ Trace ☐ Severe
☐ Light

Type

☐ Rime
☐ Clear
☐ Mixed**Type of Precipitation (Check all that apply)**☒ None☐ Rain☐ Snow☐ Hail☐ Rain Showers☐ Freezing Rain☐ Snow Shower☐ Drizzle☐ Ice Pellets☐ Snow Pellets☐ Snow Grains☐ Ice Crystals☐ Ice Pellets Shower☐ Freezing Drizzle**Intensity of Precipitation**☐ Light☐ Moderate☐ Heavy

PILOT "A" INFORMATION																																																																																																				
Pilot "A" Responsibilities at the Time of Accident/Incident ☒ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																				
Pilot "A" Identification First Name: <u>William</u> Middle Initial: <u>L</u> Last Name: <u>Johnson</u> City: <u>3239 La Ree Way, Fairbanks</u> State: <u>AK</u> ZIP: <u>99709</u> Country: <u>USA</u> Age at time of Accident/Incident: <u>66</u> Date of Birth: <u>mm/dd/yyyy</u> <u>1947</u> Certificate Number: <u>mm/dd/yyyy</u> <u>+</u>																																																																																																				
Degree of Injury ☒ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious			Seat Occupied ☒ Left ☒ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single			Seat Belt Used ☒ Yes ☐ No Available ☒ Yes ☐ No			Shoulder Harness Used ☒ Yes ☐ No Available ☒ Yes ☐ No																																																																																											
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Private ☒ Flight Instructor ☐ Recreational ☐ Sport ☒ Commercial ☒ Airline Transport ☐ Flight Engineer ☐ Foreign ☐ U.S. Military																																																																																																				
Principal Occupation ☒ Pilot ☐ Other ☐ Unknown		Medical Certificate ☐ None ☐ Class 3 ☐ Class 1 ☐ Driver's License (Sport Pilot only) ☒ Class 2 ☐ Unknown			Medical Certificate Validity ☐ Without limitations/waivers ☒ With limitations/waivers ☐ Unknown			Date of Last Medical <u>10/10/2012</u> <u>mm/dd/yyyy</u>																																																																																												
Medical Certificate Limitations Must have available glasses for near vision.																																																																																																				
Medical Certificate Waivers																																																																																																				
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: <u>11/08/2012</u> <u>mm/dd/yyyy</u>					Flight Review Aircraft Make: <u>Cessna</u> Model: <u>U206F Amphibious Floats</u>																																																																																															
Airplane Rating(s) (Check all that apply) ☐ None ☒ Single-Engine Land ☒ Single-Engine Sea ☒ Multiengine Land ☒ Multiengine Sea		Other Aircraft Rating(s) (Check all that apply) ☐ None ☐ Airship ☐ Free Balloon ☒ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift		Instrument Rating(s) (Check all that apply) ☐ None ☒ Airplane ☐ Helicopter ☐ Powered Lift		Instructor Rating(s) (Check all that apply) ☐ None ☒ Airplane Single-Engine ☒ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☒ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
Type Ratings						Student Endorsements (Include dates)																																																																																														
<table border="1" style="width:100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 5px;">Flight Time (enter appropriate number of hours in each box)</th> <th rowspan="2" style="padding: 5px;">All Aircraft</th> <th rowspan="2" style="padding: 5px;">This Make & Model</th> <th rowspan="2" style="padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="padding: 5px;">Night</th> <th colspan="2" style="padding: 5px;">Instrument</th> <th rowspan="2" style="padding: 5px;">Rotorcraft</th> <th rowspan="2" style="padding: 5px;">Glider</th> <th rowspan="2" style="padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="padding: 5px;">Actual</th> <th style="padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="text-align: left; padding: 5px;">Total Time</td> <td>20,000</td> <td>5,100</td> <td>18,500</td> <td>1,500</td> <td>5,000</td> <td>5,000</td> <td>50</td> <td>0</td> <td>50</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Pilot in Command (PIC)</td> <td>18,000</td> <td>5,000</td> <td>18,500</td> <td>1,475</td> <td>5,000</td> <td>5,000</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Time as Instructor</td> <td>500</td> <td>50</td> <td>400</td> <td>59</td> <td>10</td> <td>100</td> <td>50</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">This Make/Model</td> <td></td> <td></td> <td></td> <td></td> <td>3,000</td> <td>3,000</td> <td>30</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 90 Days</td> <td>76</td> <td>6</td> <td>76</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 30 Days</td> <td>28</td> <td>6</td> <td>28</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td style="text-align: left; padding: 5px;">Last 24 Hours</td> <td>6</td> <td>6</td> <td>6</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table>											Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	20,000	5,100	18,500	1,500	5,000	5,000	50	0	50	0	Pilot in Command (PIC)	18,000	5,000	18,500	1,475	5,000	5,000	0	0	0	0	Time as Instructor	500	50	400	59	10	100	50	0	0	0	This Make/Model					3,000	3,000	30				Last 90 Days	76	6	76	0	0	0	0	0	0	0	Last 30 Days	28	6	28	0	0	0	0	0	0	0	Last 24 Hours	6	6	6	0	0	0	0	0	0	0
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PILOT "B" INFORMATION																																																																																																				
Pilot "B" Responsibilities at the Time of Accident/Incident ☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☐ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew																																																																																																				
Pilot "B" Identification First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ Age at time of Accident/Incident: _____ Date of Birth: _____ mm/dd/yyyy Certificate Number: _____																																																																																																				
Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious			Seat Occupied ☐ Left ☐ Front ☐ Unknown ☐ Right ☐ Rear ☐ Center ☐ Single			Seat Belt Used ☐ Yes ☐ No Available ☐ Yes ☐ No		Shoulder Harness Used ☐ Yes ☐ No Available ☐ Yes ☐ No																																																																																												
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Airplane Rating(s) (Check all that apply) ☐ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) (Check all that apply) ☐ None ☐ Airship ☐ Free Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift		Instrument Rating(s) (Check all that apply) ☐ None ☐ Airplane ☐ Helicopter ☐ Powered Lift		Instructor Rating(s) (Check all that apply) ☐ None ☐ Airplane Single-Engine ☐ Airplane Multi-Engine ☐ Gyroplane ☐ Powered Lift ☐ Instrument Airplane ☐ Instrument Helicopter ☐ Helicopter ☐ Glider ☐ Sport																																																																																														
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ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)																
Pilot Name and Address First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						Degree of Injury ☐ None ☐ Fatal ☐ Minor ☐ Unknown ☐ Serious										
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Student ☐ Recreational ☐ Commercial ☐ Flight Engineer ☐ Foreign ☐ Private ☐ Flight Instructor ☐ Sport ☐ Airline Transport ☐ U.S. Military						Seat Occupied ☐ Left ☐ Front ☐ Right ☐ Rear ☐ Center ☐ Single ☐ Unknown										
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No			Total Flight Time at the Time of this Accident/Incident: _____ hrs													
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PASSENGER(S) / OTHER PERSONNEL (Include flight attendants; continue on separate sheet if necessary)																
Name and Address						Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____						_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
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NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

The aircraft was under contract to US Fish & Wildlife Service (USF&W), using a "Dry Rate" wherein the fuel is furnished by the contracting agency. I departed McGrath Alaska Airport approximately 3:30PM after unloading three passengers and adding to the right wing tank 25 gallons of 100LL fuel pumped from the USF&W truck mounted tank. The purpose of trip was to pick up three more passengers at the USF&W Innoko National Wildlife Refuge Field Camp to bring back to McGrath to catch their airline flight.

Approximately 6 NM NW of Takotna (TCT), between McGrath and Ophir (Z17), the engine suddenly quit producing power, with no warning. The engine had felt strong and smooth up until that point. The propeller was windmilling, seemingly with little drag and no vibration, but the engine was producing an unusual "mechanical" sound. I instinctively allowed the nose of the aircraft to drop and established a glide, and looked around for a place to land, knowing that not much was available except for trees in this area. Not seeing anything satisfactory, I turned to a southerly direction to land on a ridge in an area where the trees didn't seem as thick or large. In the short time available, I tried a few simple things (mixture, fuel selector, fuel boost, mags) to see if the engine could be made to produce power, but it didn't seem likely I would be successful due to the unusual sound from the engine. I realized that I would need to concentrate on making the best possible landing in the trees to avoid injury, and that I should abandon any hope of saving the aircraft or restarting the engine.

Because of the symptoms of the failure described above, I don't believe fuel quality or starvation is the cause of the failure. The aircraft had fuel in both main tanks. I believe there was most likely some type of catastrophic internal mechanical failure, possibly a broken crank.

The touchdown was not hard, and deceleration was consistent over a distance of about 200' from where I started hitting tree tops, not resulting in any injury, or significant damage to the fuselage, control surfaces, flaps or horizontal & vertical stabilizers. As the landing was relatively smooth, the ELT didn't activate.

The aircraft was examined and photographs taken. There was oil in the engine, but the level could not be accurately determined due to the nose low angle of the aircraft. No metal flakes were observed on the dipstick. The main damage is to the leading edges of the wings, particularly the right wing. The tip tanks do not appear to have sustained damage. The propeller had one blade with about 2" of the tip bent slightly back, almost unnoticeable at first glance. There was no leading edge damage to the propeller, however the spinner is dented and will undoubtedly need replacement. The left lower cowl cheek and cowl flap are dented in. The wings appear to have no fuel bay wrinkling, nor wrinkling on the top and bottom surfaces. The top of the cabin is not distorted or wrinkled. The floats appear to be in good condition, although it was not possible to examine the bottoms. The fuselage metal around the float attach points does not appear to be distorted.

The flight was being tracked by USF&W in McGrath using a DeLorme tracker. I immediately sent an email message to USF&W using the tracker, indicating that I had an engine failure and all was OK, along with my coordinates. I then followed up with a phone call using a Globalstar satellite phone. USF&W coordinated with the local State Wildlife Trooper who flew over to inspect a possible route to walk out to the mining road, since even if a helicopter was dispatched, I would have had a long walk to where it could have landed. I then gathered up some survival items and personal effects, including headsets, portable intercom, DeLorme tracker, and satellite phone, etc. to begin a hike to the road, which was difficult due to crossing multiple ridges and valleys with swampy creeks. I started hiking at approximately 6PM and arrived at the road where the trooper was waiting at approximately 8:45 PM. The hike out was difficult and I became wet, but was not cold due to the effort, and I was able to keep my orientation using GPS and the aircraft compass, which I removed for that purpose. The tracker and satellite phone provided some measure of security in case I would have had difficulty hiking out. The efforts of USF&W and the State Trooper were indispensable to the success of the hike out to the road. (Please note that pilot times shown above are estimates).

RECOMMENDATION (How could this accident/incident have been prevented?)**Operator/Owner Safety Recommendation**

Additional altitude may have allowed for a longer gliding distance to a water landing or airport landing, as well as provided more time to troubleshoot, although in this case I don't believe there is anything I could have done to restore engine power. This would have required a significantly higher ceiling or clear skies. For the most part, the route between McGrath and the Innoko Field Camp allows ample opportunity for a forced landing with little to no aircraft damage, but this particular localized area has few open spaces of any size that are not tree covered.

For some reason, I felt compelled to hike out as soon as possible. This wasn't really necessary, as with the plane for shelter (with seats removed), a sleeping bag, mild temperatures, and plenty to eat and drink, there was really no rush. As it turned out, the hike out was satisfactory, but had darkness been imminent, it would have made more sense to have waited until morning. I believe that normally it is best to stay with the plane, since it has so many useful survival resources, as well as being easy to locate, but in this case, the hike out seemed simple and easy to accomplish, especially with the support and information I was provided by USF&W and the State Trooper. Certainly having the tracker with its ability to send and receive email and text messages on my person, as well as a satellite phone, gave me more confidence in being able to be found and get help if needed. The good weather was also a factor much in my favor, as was having some familiarity with the area from having flown over it several times. I was also well dressed and had boots good for walking, and was in relatively good physical condition. A back pack would have been useful for carrying my personal belongings and survival equipment more easily.

ADDITIONAL INFORMATION *(Please type or print in ink)*

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report 09/06/2013 <i>mm/dd/yyyy</i>	Signature and Name of Pilot/Operator Signature:  Type or Print Name: William L. Johnson
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Signature and Name of Person Filing Report if Other than Pilot/Operator Signature: _____ Type or Print Name: _____ Title: _____

FOR NTSB USE ONLY

NTSB Accident/Incident No. ANC13LA085	Reviewed by NTSB Regional Office WPR - Seattle, WA	Name of Investigator Joshua Cawthra	Date Report Received 9/8/13
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