



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC87MA057
Date & Time:	04/01/1987, 2130 AST	Registration:	N967JW
Aircraft:	CESSNA 402	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

THE ACFT WAS ON THE LAST LEG OF A SCHEDULED COMMUTER FLIGHT, WHEN IT CRASHED IN A HEAVILY WOODED AREA WHILE MAKING A VFR APPROACH TO MERRILL FIELD, ANCHORAGE, AK. THE CAPT AND HIS SOLE PASSENGER WERE KILLED IN THE CRASH WHEN THE AIRPLANE STRUCK THE GROUND UPSIDE-DOWN IN A NEAR VERTICAL ATTITUDE. THE AIRPLANE'S COPILOT, WHO HAD DEPLANED MINUTES BEFORE THE ACCIDENT FLIGHT, SAID HE DID NOT SEE THE CAPT USE THE AIRCRAFT'S AUXILIARY FUEL TANKS AT ANY TIME DURING THAT EVENING'S EARLIER FLIGHTS. THE AIRPLANE'S MAIN FUEL TANKS HOLD 100 GALLONS OF USEABLE FUEL; IT IS ESTIMATED THAT THE AIRPLANE WOULD HAVE CONSUMED SLIGHTLY MORE THAN 100 GALLONS OF FUEL AT THE TIME OF THE ACCIDENT. AMPLE FUEL REMAINED IN THE AUXILIARY TANKS, BUT AN ENGINE RESTART CANNOT BE READILY ACCOMPLISHED IF THE AUXILIARY TANKS ARE NOT SELECTED PRIOR TO THE ENGINE'S QUITTING.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) FLUID,FUEL - STARVATION
 2. (F) INATTENTIVE - PILOT IN COMMAND
 3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: DESCENT - EMERGENCY

Findings

4. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
 5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	55, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	10/20/1986
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3577 hours (Total, all aircraft), 210 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N967JW
Model/Series:	402 402	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	4020067
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	03/10/1987, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	92 Hours	Engines:	2 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-E
Registered Owner:	WILBUR'S FLIGHT OPERATIONS	Rated Power:	300 hp
Operator:	WILBUR'S FLIGHT OPERATIONS	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	WILBUR'S INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MRI, 137 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2139 AST	Direction from Accident Site:	317°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	Traffic Advisory
Departure Time:	2124 AST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	MERRILL (MRI)	Runway Surface Type:	
Airport Elevation:	137 ft	Runway Surface Condition:	
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	05/19/1989
Additional Participating Persons:	GEORGE KOBELNYK; ANCHORAGE, AK JOHN HALLINAN; ANCHORAGE, AK ALFRED E FLEENER; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).