



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC88FA019
Date & Time:	12/09/1987, 1558 AST	Registration:	N969JW
Aircraft:	CESSNA 402B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

DRG ARR IN HVY TRAFFIC, REEVE FLT 726 (BOEING 727) & WILBURS FLT 304 (CESSNA 402B, N969JW) RECD RADAR ADZYS FOR VISUAL APCHS TO RWYS 6L & 6R, RESPECTIVELY. SUBSEQUENTLY, BOTH FLTS WERE CLRD TO LND. AT 1555:04, THE LCL TWR CTLR TRANSMITTED THAT THE WND AT THE APCH END OF RWY 6R WAS FM 340 DEG AT 9 KTS & THE MIDFLD WND WAS 330 DEG AT 7. AT APRX 1557, FLT 726 LNDD ON RWY 6L. APRX 69 SEC LATER, AS FLT 304 WAS X-ING THE THRESHOLD (THR) OF RWY 6R AT ABOUT 100' AGL, THE ACFT ENCTRDWAKE TURBC (W/T) & ROLLED SHARPLY TO THE RGT, BYD 90 DEG. THE PLT CORRECTED WITH AILERON & PWR, BUT THE ACFT LOST ALT & HIT THE GND BFR RCVRY. THE WND DRG THE 1601 WX OBS WAS 020 DEG AT 5 KTS. RWY CTRLNS WERE 700' APART, THRESHOLD OF RWY 6L WAS 4600' BYD THE THRESHOLD OF RWY 6R. THE APCH CTLR DID NOT ADZ EITHER FLT OF THE OTHER'S PSN, NOR DID THE TWR CTLR GIVE A W/T ADZRY TO FLT 304. CALCULATIONS SHOWED VORTICES COULD HAVE DRIFTED FM RWY 6L TO RWY 6R IN AS LITTLE AS 28 SEC. FAA HNDBK ADDRESSED W/T ADZY FOR PARALLEL RWY OPNS WITH LESS THAN 2500' SEPN, BUT DID NOT ADDRESS OFFSET THRESHOLDS.

Probable Cause and Findings

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

Findings

Occurrence #1: VORTEX TURBULENCE ENCOUNTERED

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) LIGHT CONDITION - DUSK
2. (F) ATC CLEARANCE - IMPROPER - ATC PERSONNEL(DEP/APCH)
3. (F) UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - ATC PERSONNEL(LCL/GND/CLNC)
4. CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - FAA(OTHER/ORGANIZATION)
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/01/1987
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	11495 hours (Total, all aircraft), 1225 hours (Total, this make and model), 11470 hours (Pilot In Command, all aircraft), 265 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N969JW
Model/Series:	402B 402B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402B0328
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	11/23/1987, Annual	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	71 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5301 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-E
Registered Owner:	WILBURS INC.	Rated Power:	300 hp
Operator:	WILBUR'S INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	WILBURS FLIGHT OPERATIONS	Operator Designator Code:	EMSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	ANC, 144 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	1601 AST	Direction from Accident Site:	30°
Lowest Cloud Condition:	Scattered / 12000 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28 inches Hg	Temperature/Dew Point:	-8° C / -12° C
Precipitation and Obscuration:			
Departure Point:	VALDEZ, AK (VDZ)	Type of Flight Plan Filed:	IFR
Destination:	(ANC)	Type of Clearance:	IFR
Departure Time:	1510 AST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	ANCHORAGE (ANC)	Runway Surface Type:	Asphalt
Airport Elevation:	144 ft	Runway Surface Condition:	Dry
Runway Used:	6R	IFR Approach:	
Runway Length/Width:	10897 ft / 150 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	08/08/1989
Additional Participating Persons:			
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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