



# National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Aniak, Alaska	<b>Accident Number:</b>	ANC20LA050
<b>Date &amp; Time:</b>	May 28, 2020, 16:00 Local	<b>Registration:</b>	N909AK
<b>Aircraft:</b>	Rockwell 500	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Wrong fuel	<b>Injuries:</b>	4 Serious
<b>Flight Conducted Under:</b>	Public aircraft		

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## Factual Information

On May 28, 2020, about 1600 Alaska daylight time, an Aero Commander 500S airplane, N909AK sustained substantial damage when it was involved in an accident near Aniak, Alaska. The pilot and three passengers sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 public aircraft flight.

The airplane was owned by the State of Alaska and operated by the Division of Forestry.

According to the pilot, after arriving in Aniak, he had the local fuel vendor's ground service personnel refuel the airplane. He then signed the fuel receipt, and he returned to the airplane's cockpit to complete some paperwork before departure. Once the paperwork was complete, he then loaded his passengers, started the airplane's engines, and taxied to Runway 29 for departure.

The pilot said that shortly after takeoff, and during initial climb, he initially noticed what he thought was mechanical turbulence followed by a reduction in climb performance, and the airplane's engines began to lose power. Unable to maintain altitude and while descending about 400 ft per minute, he selected an area of shallow water covered terrain as an off-airport landing site. The airplane sustained substantial damage during the landing.

The fueler reported that he was unfamiliar with the airplane, so he queried the pilot as to where he should attach the grounding strap and the location of the fuel filler port. Before starting to refuel the airplane, he asked the pilot "do you want Prist with your Jet" to which the pilot responded that he did not. After completing the refueling process, he returned to his truck, wrote "Jet A" in the meter readings section of the prepared receipt, and presented it to the pilot for his signature. The pilot signed the receipt and was provided a copy. The fueler stated that he later added "no Prist" to his copy of the receipt, and that he did not see a fuel placard near the fueling port.

A postaccident examination revealed that the reciprocating engine airplane had been inadvertently serviced with Jet A fuel. A slightly degraded placard near the fuel port on the top of the wing stated, in part: "FUEL 100/100LL MINIMUM GRADE AVIATION GASOLINE ONLY CAPACITY 159.6 US GALLONS." (see Figure 1.)



Figure 1 - Fuel placard on accident airplane located near fueling port.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial; Flight instructor	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	September 5, 2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4869 hours (Total, all aircraft), 30 hours (Total, this make and model), 4003 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 4.5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Rockwell	<b>Registration:</b>	N909AK
<b>Model/Series:</b>	500 S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1975	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	3232
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	
<b>Date/Type of Last Inspection:</b>	March 5, 2020 Annual	<b>Certified Max Gross Wt.:</b>	6748 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6966.4 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-540 SER
<b>Registered Owner:</b>		<b>Rated Power:</b>	325 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	23:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 6500 ft AGL	Visibility	10 miles
Lowest Ceiling:	Overcast / 12000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.15 inches Hg	Temperature/Dew Point:	15° C / 2° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Aniak, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Soldotna, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 Serious	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	4 Serious	Latitude, Longitude:	61.581665, -159.54306(est)

## Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	Anthony Mattingly; Federal Aviation Administration; Anchorage, AK
Report Date:	November 12, 2021
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=101338">https://data.nts.gov/Docket?ProjectID=101338</a>