



National Transportation Safety Board Aviation Accident Final Report

Location:	KENAI, AK	Accident Number:	ANC95FAMS1
Date & Time:	12/03/1994, 0730 AST	Registration:	N5282U
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

VISUAL METEOROLOGICAL CONDITIONS EXISTED AT THE DEPARTURE AIRPORT AND THE DESTINATION. THE WEATHER REPORTS INDICATED THAT CONDITION WERE LOWER TO THE SOUTHEAST OF THE DEPARTURE AIRPORT. THE DESTINATION AIRPORT WAS SOUTHEAST. THE AIRPLANE DEPARTED KENAI CARRYING MAIL/CARGO. THE ANCHORAGE AIR ROUTE TRAFFIC CONTROL CENTER PLOTTED A PRIMARY TARGET THAT TRAVELED SOUTHWARD ALONG THE WEST COAST OF THE KENAI PENINSULA. THE PRIMARY TARGET DISAPPEARED APPROXIMATELY 1 TO 2 MILES OFFSHORE OVER COOK INLET AT ANCHOR POINT ABEAM HAPPY VALLEY. NO WRECKAGE HAS BEEN RECOVERED.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

HISTORY OF FLIGHT

On December 3, 1994 at 0730 Alaska standard time, a wheel equipped Cessna 206 airplane, N5282U, registered to Vern L Loftstedt of Kenai, Alaska and operated by South Central Air also of Kenai, disappeared during a flight from Kenai to Homer, Alaska. The non-scheduled air taxi flight, operating under 14 CFR Part 135, departed Kenai at 0655. A visual flight rules flight plan was filed and the destination was Homer. Kenai and Homer had visual meteorological conditions, however, there were snow showers en route. Instrument meteorological conditions prevailed in the presumed accident area based upon the last radar returns provided by Anchorage Center. The airline transport certificated pilot, the sole occupant, is missing and presumed fatal. The airplane has not been recovered and is presumed to have crashed into Cook Inlet near Anchor Point, Alaska.

According to information provided by the Anchorage Air Route Traffic Control Center, they tracked an aircraft that departed the Kenai Airport at the time the accident airplane departed. The airplane was "squawking code 1200" until 3 miles south of Kenai. The radar returns then became primary target returns. The primary target returns were followed and the returns ceased approximately 1 to 2 miles off shore near Anchor Point abeam Happy Valley. The airplane never reached Homer. Search and Rescue has not produced any wreckage or ELT signals.

WITNESSES

There are no known witnesses to the accident

INJURIES TO PERSONS

The Pilot is presumed to have received fatal injuries. The body has not been recovered.

DAMAGE TO AIRCRAFT

The airplane is presumed to have crashed into Cook Inlet and no wreckage has been recovered.

PERSONNEL INFORMATION

The 32 year old Pilot was the holder of an Airline Transport Pilot (ATP) Certificate with an Airplane Multiengine land rating.

He held commercial privileges for airplane single engine land and sea and rotorcraft-helicopter. He also had a type rating, ATP level, in the BA-3100 airplane.

AIRCRAFT INFORMATION

According to the airplane logbook records, the airplane was on a Federal Aviation Administration (FAA) Approved Aircraft Inspection Program. The last entry showed an inspection was accomplished on 11/18/94 with a total tachometer time of 2673.5 hours. The entry showed a total engine time since overhaul of 1025.3 hours, and 689.3 hours since overhaul for the propeller.

The airplane was equipped with a Continental IO-520F engine, serial number 2445562R. The engine was overhauled on 11/17/93 and had a total time since new of 3244.9 hours.

The airplane was equipped with a McCauley propeller, hub serial number 770422, and blade serial numbers K84138YS, K84824YS, and K84890YS. The logbook records show the propeller was overhauled by Dominion Propeller Corporation and installed on N5282U on 10/18/93.

METEOROLOGICAL INFORMATION

According to Kenai Automated Flight Service Station, the Pilot received a weather briefing through the Direct User Access Terminal System (DUATS). The Pilot indicated the route of flight to be briefed as Kenai to Homer, direct. A direct route of flight from Kenai to Homer follows a 160 degree magnetic course.

The DUATS system showed the Kenai weather at 0546 as Measured 5000 overcast, 5 miles visibility with light snow, temperature 20 degrees fahrenheit, dewpoint 18 degrees fahrenheit, wind from 020 degrees at 8 knots, altimeter setting 29.71 inches of mercury. The remarks section showed conditions lower to the southeast and higher to the northeast.

The Homer weather, hourly observation taken at 0555 showed 1500 feet scattered, estimated 4500 feet overcast, visibility 12 miles, temperature 37 degrees fahrenheit, dewpoint, 31 degrees fahrenheit, wind from 160 degrees at 12 knots, altimeter setting 29.65 inches of mercury. Homer is located approximately 15 miles east of the presumed accident area.

The DUATS system showed the pilot there were adverse weather conditions available for viewing. The Pilot selected the option to not view the adverse weather conditions.

The route of flight, shown by the Anchorage Air Route Traffic Control Center primary target information which coincided with the departure time of the accident airplane, was down the shoreline of Cook Inlet. This route aligns with a magnetic heading of 180 degrees.

Search and rescue pilots reported many snow showers in the area between Kenai and Homer during their search for the airplane.

The terminal forecasts for Kenai showed occasional visibility to 1 mile in light snow, and for some visibility down to 3 miles in light rain and fog.

AIDS TO NAVIGATION

The nearest aids to navigation were the Homer VORTAC, located 15 nautical miles east of the presumed accident location, the Kenai VOR/DME located 54 nautical miles north, and the Soldotna Non Directional Beacon located 51 nautical miles north.

The Homer airport is also equipped with an ILS/DME localizer only approach as well as a back course approach.

WRECKAGE AND IMPACT INFORMATION

No wreckage has been recovered.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/01/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6638 hours (Total, all aircraft), 2865 hours (Total, this make and model), 5606 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5282U
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U2060282
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	11/18/1994, AAIP	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2695 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	VERN L LOFSTEDT	Rated Power:	300 hp
Operator:	SOUTH CENTRAL AIR	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	SOCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	HOM, 78 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0555 AST	Direction from Accident Site:	80°
Lowest Cloud Condition:	Scattered / 1500 ft agl	Visibility	12 Miles
Lowest Ceiling:	Overcast / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	3° C / -1° C
Precipitation and Obscuration:			
Departure Point:	, AK (ENA)	Type of Flight Plan Filed:	VFR
Destination:	HOMER, AK (HOM)	Type of Clearance:	None
Departure Time:	0655 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	08/23/1995
Additional Participating Persons:	WALTER ZACKOWITZ; 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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