



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC95LA052
<b>Date &amp; Time:</b>	05/03/1995, 2115 AKD	<b>Registration:</b>	N8312Z
<b>Aircraft:</b>	CESSNA 205	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

A CERTIFICATED COMMERCIAL/CFI PILOT WAS RECEIVING AN AIRPLANE CHECKOUT FROM THE OWNER/PILOT PRIOR TO RENTING THE AIRPLANE. THE OWNER REDUCED THE ENGINE POWER TO IDLE TO SIMULATE AN ENGINE FAILURE AND FORCED LANDING. THE AREA CONSISTED OF OPEN AREAS OF SOFT TUNDRA MUSKEG AND TALL SPRUCE TREES. THE PILOT MANEUVERED THE AIRPLANE TOWARD A PROSPECTIVE LANDING AREA AND DESCENDED TO ABOUT 300 TO 500 FEET AGL. THE PILOT INITIATED A GO-AROUND AND ADVANCED THE THROTTLE TO BEGIN A CLIMB, BUT THE ENGINE DID NOT RESPOND. EMERGENCY PROCEDURES BY BOTH PILOTS DID NOT RESTORE ENGINE POWER. THE AIRPLANE CONTINUED TO DESCEND AND COLLIDED WITH TREES. A POSTACCIDENT EXAMINATION OF ENGINE REVEALED THAT THE ENGINE DRIVEN FUEL PUMP HAD FAILED.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A FAILURE OF THE ENGINE DRIVEN FUEL PUMP. FACTORS IN THE ACCIDENT WERE THE PILOTS' INADEQUATE IN-FLIGHT PLANNING AND UNSUITABLE TERRAIN IN THE AREA OF THE FORCED LANDING.

## Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation: MANEUVERING

### Findings

1. EMERGENCY PROCEDURE - SIMULATED - PILOT PASSENGER
2. (F) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. GO-AROUND - INITIATED - PILOT IN COMMAND
4. (C) FUEL SYSTEM,PUMP - SEIZED

Occurrence #2: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: MANEUVERING

### Findings

5. (F) TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	34
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Glider	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	1900 hours (Total, all aircraft), 1730 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8312Z
<b>Model/Series:</b>	205 205	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	WILLIAM H. MERRILL JR.	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	None	<b>Engine Model/Series:</b>	IO-470-S
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Overcast / 5000 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / , 60°
<b>Temperature:</b>	16° C	<b>Visibility</b>	90 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(MRI)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SCOTT R ERICKSON	<b>Adopted Date:</b>	11/08/1995
<b>Investigation Docket:</b>	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 <a href="mailto:pubin@ntsb.gov">pubin@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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