



National Transportation Safety Board Aviation Accident Final Report

Location:	HATCHER PASS, AK	Accident Number:	ANC88FA065
Date & Time:	06/01/1988, 1905 AKD	Registration:	N3327E
Aircraft:	CESSNA 172N	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE AIRCRAFT CRASHED AT THE 3100 FOOT LEVEL OF A MOUNTAIN PASS. THE AIRCRAFT WAS DESTROYED BY GROUND IMPACT AND FIRE, AND THE PILOT AND THE TWO PASSENGERS WERE FATALLY INJURED. WITNESSES NEAR THE CRASH SITE STATED THE AIRCRAFT WAS MANEUVERING VERY LOW ABOVE THE GROUND JUST BEFORE THE CRASH.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: MANEUVERING

Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/07/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	233 hours (Total, all aircraft), 11 hours (Total, this make and model), 182 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3327E
Model/Series:	172N 172N	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17271504
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	03/07/1988, Annual	Certified Max Gross Wt.:	2200 lbs
Time Since Last Inspection:	30 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5956 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-320-H2AD
Registered Owner:	JOSEPH WILBUR	Rated Power:	150 hp
Operator:	JOSEPH WILBUR	Operating Certificate(s) Held:	None
Operator Does Business As:	WILBUR'S FLIGHT OPERATIONS	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	40 Miles
Lowest Ceiling:	Overcast / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	10° C / 3° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1730 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	04/25/1989
Additional Participating Persons:	GEORGE KOBELNYK PETER HARREN JIM GAROUTTE		
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/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).