



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC87MA057
<b>Date &amp; Time:</b>	04/01/1987, 2130 AST	<b>Registration:</b>	N967JW
<b>Aircraft:</b>	CESSNA 402	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

THE ACFT WAS ON THE LAST LEG OF A SCHEDULED COMMUTER FLIGHT, WHEN IT CRASHED IN A HEAVILY WOODED AREA WHILE MAKING A VFR APPROACH TO MERRILL FIELD, ANCHORAGE, AK. THE CAPT AND HIS SOLE PASSENGER WERE KILLED IN THE CRASH WHEN THE AIRPLANE STRUCK THE GROUND UPSIDE-DOWN IN A NEAR VERTICAL ATTITUDE. THE AIRPLANE'S COPILOT, WHO HAD DEPLANED MINUTES BEFORE THE ACCIDENT FLIGHT, SAID HE DID NOT SEE THE CAPT USE THE AIRCRAFT'S AUXILIARY FUEL TANKS AT ANY TIME DURING THAT EVENING'S EARLIER FLIGHTS. THE AIRPLANE'S MAIN FUEL TANKS HOLD 100 GALLONS OF USEABLE FUEL; IT IS ESTIMATED THAT THE AIRPLANE WOULD HAVE CONSUMED SLIGHTLY MORE THAN 100 GALLONS OF FUEL AT THE TIME OF THE ACCIDENT. AMPLE FUEL REMAINED IN THE AUXILIARY TANKS, BUT AN ENGINE RESTART CANNOT BE READILY ACCOMPLISHED IF THE AUXILIARY TANKS ARE NOT SELECTED PRIOR TO THE ENGINE'S QUITTING.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL  
Phase of Operation: APPROACH - VFR PATTERN - BASE TURN

### Findings

1. (C) FLUID,FUEL - STARVATION
  2. (F) INATTENTIVE - PILOT IN COMMAND
  3. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
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Occurrence #2: FORCED LANDING  
Phase of Operation: DESCENT - EMERGENCY

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Occurrence #3: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

4. (C) AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
  5. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
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Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	10/20/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3577 hours (Total, all aircraft), 210 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N967JW
<b>Model/Series:</b>	402 402	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	4020067
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	03/10/1987, Annual	<b>Certified Max Gross Wt.:</b>	6300 lbs
<b>Time Since Last Inspection:</b>	92 Hours	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	TSIO-520-E
<b>Registered Owner:</b>	WILBUR'S FLIGHT OPERATIONS	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	WILBUR'S FLIGHT OPERATIONS	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	WILBUR'S INC.	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	MRI, 137 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	2139 AST	Direction from Accident Site:	317°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	2° C / -7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	Traffic Advisory
Departure Time:	2124 AST	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	MERRILL (MRI)	Runway Surface Type:	
Airport Elevation:	137 ft	Runway Surface Condition:	
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	05/19/1989
Additional Participating Persons:	GEORGE KOBELNYK; ANCHORAGE, AK JOHN HALLINAN; ANCHORAGE, AK ALFRED E FLEENER; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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:pubinq@ntsb.gov">pubinq@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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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](#).