



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

## 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

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

## Findings

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

Occurrence #2: FORCED LANDING

Phase of Operation: DESCENT - EMERGENCY

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

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	55
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine
<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>Engines:</b>	2 Reciprocating
<b>Operator:</b>	WILBUR'S FLIGHT OPERATIONS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TSIO-520-E
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	MRI, 137 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	4 knots / , 60°
<b>Temperature:</b>	2°C	<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	MERRILL (MRI)	<b>Runway Surface Type:</b>	
<b>Runway Used:</b>	24	<b>Runway Surface Condition:</b>	
<b>Runway Length/Width:</b>	4000 ft / 100 ft		

## 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

Latitude, Longitude:

## Administrative Information

Investigator In Charge (IIC): JAMES D LA BELLE      Adopted Date: 05/19/1989

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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