



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC86FA118B
<b>Date &amp; Time:</b>	08/01/1986, 1531 AKD	<b>Registration:</b>	N757VW
<b>Aircraft:</b>	CESSNA 152	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Instructional

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## Analysis

A GROUND CONTROL (GND CTL) TRAINEE CLRD CESSNA 152 (C-152), N757VW, TO TAXI TO RWY 6, THEN RELINQUISHED THE GND CTL PSN TO A FULL PERFORMANCE LEVEL (FPL) CTLR, WHO HAD JUST SIGNED ON DUTY. THE FPL CTLR WAS AWARE OF THE LCTN & TAXI DESTN OF THE C-152, THE FPL CTLR THEN CLRD A TAILWHEEL EQUIPPED CESSNA 180 (C-180), N2913C, TO TAXI TO RWY 15. RWYS 6 & 15 WERE JOINED AT THE APCH ENDS OF THE SAME RUN-UP AREA WAS PROVIDED FOR BOTH RWYS. AFTER ENTERING THE RUN-UP AREA, THE C-152 PLT STOPPED WITH HIS ACFT ANGLED TO THE NE & BGN A RUN-UP. MEANWHILE, THE C-180 PLT TAXIED INTO THE SAME RUN-UP AREA & THE PROP OF HIS ACFT STRUCK THE EMPENNAGE OF THE C-152. JUST BFR THE COLLISION, THE C-180 PLT SAW THE C-152 & APPLIED BRAKES, BUT WAS UNABLE TO STOP IN TIME. THE C-180 CAME TO REST IN A NOSE DWN PSN. ACCORDING TO THE TWR TAPES, NO WARNING OF TRAFFIC WAS ISSUED BY THE GND CTLR. THE C-180 PLT WAS NOT WEARING CORRECTIVE LENSES AS REQUIRED & WAS OVERDUE A BFR.

## 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: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: STANDING - ENGINE(S) OPERATING

### Findings

1. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. (F) VISUAL/AURAL PERCEPTION - PILOT OF OTHER AIRCRAFT
3. QUALIFICATION - PILOT OF OTHER AIRCRAFT
4. (F) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
5. (C) AIRCRAFT HANDLING - IMPROPER - PILOT OF OTHER AIRCRAFT
6. (F) OBJECT - AIRCRAFT MOVING ON GROUND
7. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/13/1986
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2490 hours (Total, all aircraft), 162 hours (Total, this make and model), 2446 hours (Pilot In Command, all aircraft), 171 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N757VW
<b>Model/Series:</b>	152 152	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15280047
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/04/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3940 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	JAMES A. FENA	<b>Rated Power:</b>	110 hp
<b>Operator:</b>	ACES UP AVIATION	<b>Operating Certificate(s) Held:</b>	None

## 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:	Scattered / 3000 ft agl	Visibility	35 Miles
Lowest Ceiling:	Broken / 5000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1531 ADT	Type of Airspace:	Class D; Class E

## Airport Information

Airport:	MERRILL (MRI)	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft	Runway Surface Condition:	Dry
Runway Used:	6	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	
Additional Participating Persons:	RICHARD O GORDON; 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 <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](#).