



National Transportation Safety Board Aviation Accident Data Summary

Location:	ANCHORAGE, AK	Accident Number:	ANC86FA118B
Date & Time:	08/01/1986, 1531 AKD	Registration:	N757VW
Aircraft:	CESSNA 152	Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

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 CESSN 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

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

Findings

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	47
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
Flight Time:	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

Aircraft Make:	CESSNA	Registration:	N757VW
Model/Series:	152 152	Engines:	1 Reciprocating
Operator:	ACES UP AVIATION	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-235-L2C
Flight Conducted Under:	Part 91: General Aviation - Instructional		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 5000 ft agl	Wind Speed/Gusts, Direction:	10 knots / , 310°
Temperature:	16° C	Visibility	35 Miles
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (MRI)	Destination:	

Airport Information

Airport:	MERRILL (MRI)	Runway Surface Type:	Asphalt
Runway Used:	6	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 100 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): GEORGE KOBELNYK

Adopted 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/>.

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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.