



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	BETHEL, AK	<b>Accident Number:</b>	ANC86FA007
<b>Date &amp; Time:</b>	11/01/1985, 0950 AST	<b>Registration:</b>	N9241F
<b>Aircraft:</b>	CESSNA 208	<b>Injuries:</b>	2 Fatal, 2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

## Analysis

A TOTAL LOSS OF PWR WAS EXPERIENCED ON TAKEOFF DUE TO THE FUEL SELECTORS BEING IN THE OFF POSITION. THE PLT ATTEMPTED TO RESTART THE ENG DURING WHICH TIME THE ACFT ENTERED A STALL AND COLLIDED WITH THE TERRAIN. ACCORDING TO PASSENGERS THE PLT DID NOT USE A CHECKLIST NOR WHERE THE PASSENGERS BRIEFED BEFORE THE FLT. THE WRECKAGE WAS VISIBLE FROM THE ARPT CONTROL TWR BUT WAS NOT LOCATED UNTIL SEVERAL HOURS AFTER THE ACCIDENT BY AIR SEARCH.

## 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: TAKEOFF - INITIAL CLIMB

### Findings

1. FLUID,FUEL - STARVATION
2. (C) FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. (C) CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. AIRCRAFT SERVICE - NOT USED - PILOT IN COMMAND
5. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. PASSENGER BRIEFING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: DESCENT - EMERGENCY

### Findings

7. (C) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
8. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. (C) DIVERTED ATTENTION - PILOT IN COMMAND
10. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - EMERGENCY

### Findings

11. TERRAIN CONDITION - SNOW COVERED

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3009 hours (Total, all aircraft), 154 hours (Total, this make and model), 2850 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9241F
<b>Model/Series:</b>	208 208	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	HERMENS AIR, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)	<b>Engine Model/Series:</b>	PT6A-114
<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>	Day
<b>Observation Facility, Elevation:</b>	BET, 146 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 3800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 180°
<b>Temperature:</b>	-9° C	<b>Visibility</b>	15 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BETHEL, AK (BET)	<b>Destination:</b>	CHEVAK, AK (VAK)

## Airport Information

<b>Airport:</b>	BETHEL (BET)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry
<b>Runway Length/Width:</b>	6399 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	1 Fatal, 2 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC):	MARC	STELLA	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 <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.