



National Transportation Safety Board Aviation Incident Final Report

Location:	BARROW, AK	Incident Number:	ANC831A010
Date & Time:	11/01/1982, 1530 AST	Registration:	N50DA
Aircraft:	SHORT BROS. SC7 SERIES 3	Aircraft Damage:	Minor
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRCRAFT WAS ON A ROUND TRIP FLIGHT FROM BARROW, AK TO POINT HOPE, AK AND RETURN. AFTER LANDING AT POINT HOPE, THERE WAS A 20 MIN DELAY WHILE WAITING FOR THE GROUND CREW. THE PILOT STATED THAT HE RAN THE ENGINES FOR SOME 10 MIN OR SO DUE TO THE HIGH WINDS AND COLD. HE STATED THAT THE WIND WAS AVERAGING ABOUT 45 KTS AND WAS TOO STRONG TO MAINTAIN CONTROL ON TOP OF THE AIRCRAFT FOR REFUELING. THE PILOT CALCULATED THAT HE HAD MORE THAN ENOUGH FUEL TO RETURN TO BARROW. WHILE RETURNING, HE FLEW PAST TWO POSSIBLE REFUEL POINTS AND A THIRD PLACE WHERE HE COULD HAVE LANDED. WHILE OVER WATER NEAR HIS DESTINATION, THE LEFT ENGINE FLAMED OUT AND THE PILOT INCORRECTLY SHUT DOWN THE RIGHT ENGINE. HE WAS ABLE TO RESTART THE RIGHT ENGINE, BUT IT SOON FLAMED OUT ALSO. A SUCCESSFUL FORCED LANDING WAS THEN MADE ON THE TUNDRA. ACCORDING TO THE PILOT, THE ENGINE FLAMED OUT DUE TO LACK OF FUEL.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (C) FLUID,FUEL - EXHAUSTION
3. (C) FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. (F) EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE,TWO OR MORE ENGINES - INOPERATIVE

Occurrence #2: FORCED LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

6. (F) LIGHT CONDITION - DARK NIGHT
7. (F) WEATHER CONDITION - UNFAVORABLE WIND
8. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

Certificate:		Age:		, Male
Airplane Rating(s):		Seat Occupied:		Unknown
Other Aircraft Rating(s):		Restraint Used:		
Instrument Rating(s):		Second Pilot Present:		
Instructor Rating(s):	None	Toxicology Performed:		
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:		
Occupational Pilot:		Last Flight Review or Equivalent:		
Flight Time:				

Aircraft and Owner/Operator Information

Aircraft Make:	SHORT BROS.	Registration:	N50DA
Model/Series:	SC7 SERIES 3 SC7 SERIES	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	SH-1852
Landing Gear Type:	Tricycle	Seats:	20
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	12300 lbs
Time Since Last Inspection:	0 Hours	Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	AIRESEARCH
ELT:	Installed	Engine Model/Series:	TPE 331-2201A
Registered Owner:	WOOD FABRICATING COMPANY	Rated Power:	755 hp
Operator:	CAPE SMYTHE AIR SERVICE INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
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 / 1500 ft agl	Visibility	7 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	5° C / 0° C
Precipitation and Obscuration:			
Departure Point:	POINT HOPE, AK (PHO)	Type of Flight Plan Filed:	VFR
Destination:	BARROW, AK (BRW)	Type of Clearance:	None
Departure Time:	1530	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Report Date:	11/01/1983
Additional Participating Persons:		
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 pubinquiry@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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).