



National Transportation Safety Board Aviation Incident Data Summary

Location:	BARROW, AK	Incident Number:	ANC831A010
Date & Time:	11/01/1982, 1530 AST	Registration:	N50DA
Aircraft:	SHORT BROS. SC7 SERIES 3	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

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

Pilot Information

Certificate:	Age:
Airplane Rating(s):	Instrument Rating(s):
Other Aircraft Rating(s):	Instructor Rating(s): None
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	SHORT BROS.	Registration:	N50DA
Model/Series:	SC7 SERIES 3 SC7 SERIES	Engines:	2 Turbo Prop
Operator:	CAPE SMYTHE AIR SERVICE INC.	Engine Manufacturer:	AIRESEARCH
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	TPE 331-2201A
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Unknown
Lowest Ceiling:	Unknown / 0 ft agl	Wind Speed/Gusts, Direction:	7 knots / , 40°
Temperature:	5° C	Visibility	7 Miles
Precipitation and Obscuration:			
Departure Point:	POINT HOPE, AK (PHO)	Destination:	BARROW, AK (BRW)

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	Adopted Date:	11/01/1983
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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agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.