



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Anchorage, AK	Accident Number:	ANC09FA001
Date & Time:	10/01/2008, 1140 AKD	Registration:	N29109
Aircraft:	CESSNA U206C	Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The commercial pilot and sole passenger were on a personal cross-country flight operating under Title 14, CFR Part 91. Following a planned fuel stop at an FAA tower controlled airport, the pilot was cleared for takeoff to the west. During the initial climb, witnesses reported hearing the airplane's engine sputter, backfire, and then lose power about 200-300 feet above the ground. They saw the airplane make a steep left turn toward an intersecting north-south runway that the airplane had just passed. During the steep turn, the witnesses said the airplane remained in a nose high attitude, stalled, and then descended steeply, colliding with a building just outside the airport boundary fence. A postcrash fire consumed most of the airplane. The pilot and passenger died in the crash. An FAA tower controller reported that he gave the pilot instructions for a right turn on departure, and when he saw the airplane make a left turn he asked the pilot's intentions. The pilot replied that his engine was out, and the controller cleared him to land on any runway. Prior to departure, a witness saw the pilot fuel the airplane, and after fueling, the pilot entered the airplane without checking the fuel tank sumps for water or contamination. The witness said the airplane taxied to the runway, but did not stop before entering the runway, and starting the takeoff. Inspections of the wreckage and engine did not disclose any preimpact mechanical anomalies, however, the fuel tanks and contents were consumed by fire, and the magnetos had impact damage and could not be tested. The fuel tank selector was examined, and found in the right tank position, and free of obstructions. Tests conducted with a similar airplane disclosed that the engine would stop between 3 and 4 minutes if the fuel selector was positioned in either the OFF position or at a setting between the tanks. According to the tower transcripts, the total elapsed time from the request to taxi with the engine running until the report of the engine power loss was 3 minutes and 12 seconds. While the loss of engine power may be attributable to the improper positioning of the fuel selector, the inability to examine the airplane's fuel and ignition systems for deficiencies due to damage cannot rule out either an ignition problem or fuel contamination. However, the pilot's decision to attempt a steep turn toward an intersecting runway at such a low altitude following the loss of engine power, likely resulted in an aerodynamic stall, loss of control, and a nonsurvivable crash.

Flight Events

- Initial climb - Loss of engine power (total)
- Emergency descent - Loss of control in flight
- Uncontrolled descent - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power during takeoff/initial climb for an undetermined reason, and the pilot's decision to make an abrupt and steep low altitude turn toward an intersecting runway, resulting in an aerodynamic stall and loss of aircraft control.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C

Aircraft-Aircraft power plant-Power plant-(general)-Failure - C

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Pilot Information

Certificate:	Commercial	Age:	55
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	4550 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N29109
Model/Series:	U206C	Engines:	1 Reciprocating
Operator:	BLAKE THOMAS K	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	None	Engine Model/Series:	IO 520 SERIES
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	MRI, 137 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	None
Condition of Light:	Day	Wind Speed/Gusts, Direction:	, Variable
Temperature:	6°C / -2°C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (MRI)	Destination:	Northway, AK (ORT)

Airport Information

Airport:	Merrill Field (MRI)	Runway Surface Type:	Asphalt
Runway Used:	25	Runway Surface Condition:	Dry
Runway Length/Width:	4000 ft / 100 ft		

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): Lawrence Lewis

Adopted Date: 03/23/2010

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.