



National Transportation Safety Board Aviation Accident Data Summary

Location:	McKinley Park, AK	Accident Number:	ANC10FA067
Date & Time:	08/01/2010, 1500 AKD	Registration:	N709RR
Aircraft:	FAIRCHILD C-123K	Injuries:	3 Fatal
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Analysis

The pilot, co-pilot and the passenger departed on a day VFR cross country flight in a large, 1950's era former military transport category airplane to deliver cargo. The pilot did not file a flight plan, and had no communication with any air traffic control facility during the flight.

While en route, witnesses saw the airplane fly slowly across a valley near the entrance of a national park, which was not the intended route of flight. The airplane suddenly pitched up, stalled, and dived into wooded terrain within the park. Two pilot-rated witnesses said the engines were operating at the time of the accident, and the landing gear was retracted.

An on-scene examination of the burned airplane structure and engines revealed no evidence of any preaccident mechanical deficiencies, or any evidence that the cargo had shifted during the flight. A former military pilot who had experience in the accident type airplane, stated that the airplane was considered unrecoverable from a stall, and for that reason, pilots did not typically practice stalls in it. He also indicated that if a problem was encountered with one of the two piston engines on the airplane, the auxiliary jet engine on the affected side should be started to provide additional thrust. Given the lack of mechanical deficiencies discovered during postaccident inspection, the absence of any distress communications, and the fact that neither of the two auxiliary jet engines had been started to assist in the event of a piston engine malfunction, it is likely the pilot allowed the airplane to lose airspeed and enter a low altitude stall from which he was unable to recover.

Flight Events

Maneuvering-low-alt flying - 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: The pilot's failure to maintain adequate airspeed to avoid a low altitude stall, resulting in a loss of control and collision with terrain.

Findings

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

Pilot Information

Certificate:	Commercial	Age:	61
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:	20000 hours (Total, all aircraft)		

Co-Pilot Information

Certificate:	Private	Age:	52
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	Helicopter	Instructor Rating(s):	None
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	FAIRCHILD	Registration:	N709RR
Model/Series:	C-123K	Engines:	2 Reciprocating
Operator:	ALL WEST FREIGHT INC	Engine Manufacturer:	P & W
Air Carrier Operating Certificate:	None	Engine Model/Series:	R-2800 SERIES
Flight Conducted Under:	Part 91: General Aviation - Executive/Corporate		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	INR, 1720 ft msl	Weather Information Source:	Unknown
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:		Visibility:	
Precipitation and Obscuration:			
Departure Point:	Palmer, AK (4AK6)	Destination:	Unalakleet, AK (PAUN)

Airport Information

Airport:	None (None)	Runway Surface Type:	
Runway Used:	N/A	Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground

Administrative Information

Investigator In Charge (IIC):	Leah D Yeager	Adopted Date:	09/19/2011
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=76866		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government 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.