



National Transportation Safety Board Aviation Accident Final Report

Location:	ANCHORAGE, AK	Accident Number:	ANC84LAMS1
Date & Time:	07/25/1984, 0000 AKD	Registration:	N7984Q
Aircraft:	CESSNA 401	Aircraft Damage:	None
Defining Event:		Injuries:	5 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

AT 0630 AKDT THE PLT OBTAINED A WX BRIEFING FOR THE FLT WHICH FORECAST VFR WITH OCCASIONAL MARGINAL CONDITIONS ALONG THE ROUTE OF FLT. AT 0704, THE PLT OBTAINED AN UPDATED BRIEFING AT WHICH TIME THE DESTINATION OF CANTWELL WAS REPORTED IFR. AT 0731 AKDT, THE ACFT DEPARTED ANCHORAGE INTERNATIONAL ON A COMPANY VFR FLT. NO FURTHER COMMUNICATION TOOK PLACE WITH THE ACFT. THE ACFT DID NOT REACH CANTWELL. AN EXTENSIVE SEARCH REVEALED NO TRACE OF THE ACFT OR ITS OCCUPANTS.

Probable Cause and Findings

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

Findings

Occurrence #1: MISSING AIRCRAFT
Phase of Operation: UNKNOWN

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	08/02/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11092 hours (Total, all aircraft), 310 hours (Total, this make and model), 10582 hours (Pilot In Command, all aircraft), 97 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7984Q
Model/Series:	401 401	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	401B0203
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	06/29/1984, AAIP	Certified Max Gross Wt.:	6300 lbs
Time Since Last Inspection:	49 Hours	Engines:	2 Reciprocating
Airframe Total Time:	4729 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	TSIO-520-E
Registered Owner:	DAN JORDAN	Rated Power:	300 hp
Operator:	ALASKA AIR SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	Company VFR
Destination:	CANTWELL, AK (Z68)	Type of Clearance:	None
Departure Time:	0731 AKT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	None
Passenger Injuries:	4 Fatal	Aircraft Fire:	Unknown
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	5 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	
Additional Participating Persons:	AAL, FSDO-63; ANCHORAGE, AK		
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/ .		

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).