



National Transportation Safety Board Aviation Accident Final Report

Location:	KING SALMON, AK	Accident Number:	ANC85FA112
Date & Time:	06/30/1985, 1200 AKD	Registration:	N168Z
Aircraft:	DOUGLAS DC-3	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 91: General Aviation - Business

Analysis

DURING AN INSTRUMENT APCH, THE ACFT'S RIGHT ENG LOST POWER. THE PLT MOVED THE RIGHT FUEL SELECTOR TO THE LEFT MAIN TANK & BEGAN EMERGENCY PROCEDURES. SHORTLY AFTER THAT, THE ACFT BROKE OUT OF THE OVERCAST & THE AIRCREW SAW THE ARPT. HOWEVER, THE LEFT ENG ALSO LOST POWER. THE CAPTAIN NOTED THE FUEL PRESSURE WAS DROPPING & ELECTED TO LAND ON TUNDRA BESIDE A ROAD. DURING THE LANDING, THE ACFT WAS SUBSTANTIALLY DAMAGED. NO FUEL WAS FOUND IN THE ACFT DURING AN EXAM OF THE FUEL SYSTEM. THE CAPTAIN NOTED THAT THE LEFT FUEL CAP WAS MISSING AFTER THE ACCIDENT, BUT HE DID NOT SEE ANY FUEL STAINS ON THE WING.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. FUEL SYSTEM,CAP - SEPARATION
3. (F) FLUID,FUEL - SIPHONING
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (C) FLUID,FUEL - EXHAUSTION

Occurrence #2: FORCED LANDING
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING

Factual Information

Pilot Information

Certificate:	Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/13/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4250 hours (Total, all aircraft), 1125 hours (Total, this make and model), 4170 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DOUGLAS	Registration:	N168Z
Model/Series:	DC-3 DC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Restricted	Serial Number:	4316384
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	06/02/1985, Annual	Certified Max Gross Wt.:	28000 lbs
Time Since Last Inspection:	21 Hours	Engines:	2 Reciprocating
Airframe Total Time:	18000 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-1830-92
Registered Owner:	NORTHERN PENINSULA FISHERIES	Rated Power:	1045 hp
Operator:	WILLIAM C. CRAWFORD	Operating Certificate(s) Held:	None
Operator Does Business As:	NORTHERN PENINSULA FISHERIES	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AKN, 57 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	1205 ADT	Direction from Accident Site:	300°
Lowest Cloud Condition:	Unknown / 600 ft agl	Visibility	7 Miles
Lowest Ceiling:	Overcast / 600 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 11° C
Precipitation and Obscuration:			
Departure Point:	HOMER, AK (HOM)	Type of Flight Plan Filed:	IFR
Destination:	(AKN)	Type of Clearance:	IFR
Departure Time:	1030 ADT	Type of Airspace:	Class D

Airport Information

Airport:	KING SALMON (AKN)	Runway Surface Type:	Asphalt
Airport Elevation:	57 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	LOC-backcourse
Runway Length/Width:	8500 ft / 150 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHAELANGELO	Report Date:	
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 pubinq@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](#).