

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division

Washington, D.C. 20594

September 18, 2015

Air Traffic Control Recording

Specialist's Factual Report
by Bill Tuccio, Ph.D.

1. EVENT

Location: Whittier, Alaska
Date: April 14, 2015
Aircraft: Cessna 180
Registration: N9247C
Operator: Private
NTSB Number: ANC15FA021

On April 14, 2015, about 1330 Alaska daylight time, a wheel-equipped Cessna 180 airplane, N9247C, is presumed to have sustained substantial damage during impact with ocean waters, about 18 miles east of Whittier, Alaska, following a reported loss of engine power. The airplane was being operated as an instrument flight rules (IFR) cross-country personal flight under the provisions of Title 14 *Code of Federal Regulations* Part 91, when the accident occurred. The instrument rated private pilot, the sole occupant of the airplane, sustained fatal injuries. Instrument meteorological conditions (IMC) prevailed along the route of flight, and the airplane was operating on an instrument flight rules (IFR) flight plan. The flight departed the Wasilla Airport, Wasilla, Alaska, about 1205, en route to the Valdez Airport, Valdez, Alaska.

2. DETAILS OF INVESTIGATION

The National Transportation Safety Board (NTSB) Vehicle Recorder Division received an air traffic control (ATC) recording from the Investigator-in-Charge.

2.1. ATC Recording Device Description

The ATC recording contained one channel of audio and another channel of digitally encoded, UTC time information.

2.1.1. ATC Recording Partial Transcription

Table 1 contains a partial transcription of the recording, expressed in Coordinated Universal Time (UTC). Conventions and methods used in the transcript include:

- * means an unintelligible word or syllable.
- Items in (parentheses) are questionable insertions.
- Items in [square brackets] are paraphrased.

- Stutters and repeated words are not included in the transcript.
- Aircraft call signs are listed rather than transcribed; for example, “N47C” is shown in the transcript rather than showing exactly how the call sign was spoken (“november four seven charlie”).
- Radio transmissions from or to other, non-pertinent aircraft were omitted.
- Sources were:
 - 47C was a transmission from the accident aircraft.
 - CTR was a transmission from Anchorage Center.
 - Empire922 was a transmission from Empire flight 922.

UTC Start	UTC Stop	Source	Text
21:18:49	21:19:01	47C	47C good evening. ten for eight.
21:19:17	21:19:19	CTR	[I was on the land line say again.]
21:19:20	21:19:25	47C	47C leaving nine thousand for eight. and I'm having ** (problems) with my engine sir.
21:19:26	21:19:28	CTR	N47C roger on the descent.
21:21:28	21:21:42	47C	47C is declaring an emergency. I have a problem with my engine. I think I've been through the light stuff **. descending for PEPPI for four thousand.
21:21:43	21:21:54	CTR	[acknowledges emergency asks souls and engine status]
21:21:55	21:22:08	47C	47C I have windmilling power and ** I'm in pretty poor shape. I still maintain forward airspeed. descending for PEPPI at four thousand.
21:22:09	21:22:25	CTR	N47C ah roger. your coming in a little bit scratchy. a right now I am showing you over uhm an island your about to head out over a little bit of water. uh. are you going to try to continue to Valdez or somewhere else along your route?
21:22:26	21:22:37	47C	47C I'm going to try and get below the deck here. and maintain ah circle my way down over this island. see if I ah have room to get down on the beach maybe.
21:22:37	21:22:40	CTR	N47C roger. say number of souls on board.
21:22:41	21:22:42	47C	47C one.
21:22:43	21:22:45	CTR	N47C thank you.
21:23:30	21:23:48	CTR	[updates 47C. lost radar contact. advises northeast bound past the island that was on his radar. island was behind 47C.]
21:23:49	21:23:51	47C	47C copy.
21:25:17	21:25:31	Empire922	[aircraft 92C at 5500 hadn't broken out yet, prop windmilling, has not fired yet.]