



Aviation Investigation Final Report

Location:	ANCHORAGE, Alaska	Accident Number:	ANC88FA056
Date & Time:	May 14, 1988, 08:58 Local	Registration:	N4844X
Aircraft:	CESSNA U206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A DEAF-MUTE ADULT MALE, WHO HAS A HISTORY OF MENTAL HEALTH PROBLEMS, AND WHO WAS A MENTAL HEALTH WARD OF THE STATE OF ALASKA AT THE TIME OF THE ACCIDENT, ENTERED A CESSNA 206 AIRPLANE EQUIPPED WITH AMPHIBIOUS FLOATS WITHOUT PERMISSION WHILE IT WAS PARKED ON AN UNCONTROLLED RAMP AREA NEAR ANCHORAGE INTERNATIONAL AIRPORT. HE SUBSEQUENTLY STARTED THE KEYLESS AIRPLANE AND TAXIED IT AT NEARLY FULL POWER FOR APPROXIMATELY 185 FEET UNTIL IT COLLIDED WITH A COMMERCIAL BUILDING AND A PARKED AUTOMOBILE. THE 'PILOT' WAS APPREHENDED AND TAKEN INTO CUSTODY BY LAW ENFORCEMENT OFFICERS.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) STOLEN AIRCRAFT/UNAUTHORIZED USE - UNQUALIFIED PERSON
2. (C) AIRCRAFT CONTROL - NOT UNDERSTOOD - UNQUALIFIED PERSON

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - TO TAKEOFF

Findings

3. (F) OBJECT - BUILDING(NONRESIDENTIAL)
4. (F) OBJECT - VEHICLE

Factual Information

Pilot Information

Certificate:	None	Age:	33, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None None	Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4844X
Model/Series:	U206 U206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20605553
Landing Gear Type:	Amphibian	Seats:	4
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520F
Registered Owner:	ORIN SEYBERT	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ANC ,144 ft msl	Distance from Accident Site:	
Observation Time:	09:00 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 4000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 8000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	18 knots / 23 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	16°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	ANCHORAGE INT'L ANC	Runway Surface Type:	
Airport Elevation:	144 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	61.159439,-149.989456(est)

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: April 25, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4951>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).