



# Aviation Investigation Final Report

<b>Location:</b>	ANCHORAGE, Alaska	<b>Accident Number:</b>	ANC82FA017
<b>Date &amp; Time:</b>	January 25, 1982, 13:13 Local	<b>Registration:</b>	N4825B
<b>Aircraft:</b>	CESSNA 152II	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

WHILE DESCENDING TO ABOUT 3000 FT THE STUDENT PILOT STATED THAT THE ENGINE STARTED SPUTTERING. SINCE THE FUEL GAGES READ EMPTY HE ATTEMPTED A LANDING AT SKY HARBOR/O'MALLEY AIRSTRIP BUT CAME IN HIGH ON THE INITIAL APPROACH. AS HE MANEUVERED FOR ANOTHER APPROACH HE ALLOWED THE AIRSPEED TO DIMINISH AND THE LANDING GEAR CONTACTED SOME TREES. THE AIRCRAFT PITCHED OVER ON ITS NOSE CAUSING IT TO STRIKE THE GROUND IN A NEAR VERTICAL ATTITUDE. THE PILOT STATED THAT HE ENTERED 4 HOURS AND 30 MINUTES OF FUEL ON BOARD ON HIS FLIGHT PLAN AND THAT HE THOUGHT THIS TO BE A CONSERVATIVE ESTIMATE. FUEL EXHAUSTION OCCURRED 1 HOUR AND 22 MINUTES AFTER DEPARTING HOMER, AK. THE PILOT STATED THAT HE VISUALLY CHECKED THE FUEL BEFORE DEPARTURE AND THAT THE TANKS WERE NOT QUITE FULL. HE VERIFIED THAT THE AIRCRAFT HAD BEEN FLOWN SINCE REFUELING BUT DID NOT OBTAIN THE CORRECT TOTAL FLIGHT TIME SINCE REFUELING.

## 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: DESCENT - NORMAL

Findings

1. (C) FLUID,FUEL - EXHAUSTION
2. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) TOTAL - PILOT IN COMMAND
4. (C) FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: FORCED LANDING

Phase of Operation: APPROACH

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Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: APPROACH - CIRCLING (IFR)

Findings

5. (F) OBJECT - TREE(S)
6. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Student	<b>Age:</b>	55, Male
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 8, 1981
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	32 hours (Total, all aircraft), 32 hours (Total, this make and model), 11 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N4825B
<b>Model/Series:</b>	152II 152II	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	15283658
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1670 lbs
<b>Time Since Last Inspection:</b>	15 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	908 Hrs	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	O-235-L2C
<b>Registered Owner:</b>	EDWARD D ISRAEL	<b>Rated Power:</b>	110 Horsepower
<b>Operator:</b>	FORT RICHARDSON FLYING CLUB	<b>Operating Certificate(s) Held:</b>	
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	100 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-10°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	HOMER , AK (HOM )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	FT. RICHARDSON , AK (FRN )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:51 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	SKY HARBOR/O'MALLEY Z38	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Snow
<b>Runway Used:</b>	34	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft / 70 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	61.220565,-149.849929(est)

## Administrative Information

**Investigator In Charge (IIC):**

**Additional Participating Persons:**

**Original Publish Date:** January 25, 1983

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=69767>

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