



National Transportation Safety Board Aviation Accident Final Report

Location:	Unalaska, AK	Accident Number:	ANCO1FA033
Date & Time:	01/23/2001, 2135 AST	Registration:	N19454
Aircraft:	Douglas DC-3	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

A Douglas DC-3 airplane departed an island runway during dark night, VFR conditions without filing a flight plan. The airplane collided with a volcanic mountain at 1,500 feet msl on the runway heading, 4.5 miles from the airport. Earlier in the day, the airplane arrived from Anchorage, Alaska, without a flight plan, having flown along the Alaska Peninsula when VFR flight was not recommended. The crew of the airplane initially planned to remain overnight on the peninsula, but the captain received a request to transport cargo to Anchorage. The airplane was loaded with cargo and fuel, and departed. The crew did not file a flight plan. The end of the departure runway is positioned at the edge of an ocean bay. Beyond the end of the runway, open water and rising volcanic island terrain are present. In the area of intended flight, no illumination of the terrain, or any ground based lighting was present. An obstacle departure procedure for the departure runway recommends a right turn at 2 DME from the runway heading, and then a climb to 7,000 feet. Forty-five minutes after departure, a fire was spotted on the side of a volcano cone, and an ELT signal was detected in the area. No company flight following procedures were found for the accident flight, and the airplane was not reported overdue until the following day. The day after the accident, the airplane wreckage was located on steep, snow-covered terrain. Due to high winds and blowing snow, a rescue team could not get to the accident site until three days after the crash. The captain was the president, the director of operations, and the sole corporate entity of the company. No current maintenance records, flight logs, or pilot logs were located for the company. In the past, the captain's pilot certificate was suspended for 45 days following an accident in a DC-3 airplane when he ran out of gas. Also, the captain's medical certificate had previously been considered for denial after serving 49 months in federal prison for cocaine distribution, but after review, the FAA issued the captain a first class medical. FAA medical records for the captain do not contain any record of monitoring for substance abuse. The first officer's medical had also been considered for denial after an episode of a loss of consciousness. After a lengthy review and an appeal to the NTSB, the FAA issued the first officer a second-class medical. The first officer was part of the flight crew when the captain ran out of gas, and she had two previous aviation accidents. A toxicological examination of the captain, conducted by the FAA, found cocaine and metabolites of cocaine. A toxicological examination of the first officer found two different prescription antidepressant drugs. The FAA prohibits narcotic and mood-altering drug use by pilots.

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Flying Magazine ,2000-09 **Flying Magazine** ,2004-08 *Flying Magazine* ,2000-09 *AIR CRASH INVESTIGATIONS: PILOT ERROR KILLS 50 PEOPLE in BUFFALO, the Crash of Colgan Air Flight 3407* Allistair Fitzgerald,2010-04-16 On February 12 2009 about 2217 eastern standard time Colgan Air Flight 3407 a Bombardier DHC 8 400 on approach to Buffalo Niagara International Airport crashed into a residence in Clarence Center New York 5 nautical miles northeast of the airport The 2 pilots 2 flight attendants and 45 passengers aboard the airplane were killed one person on the ground was killed and the airplane was destroyed The National Transportation Safety Board determined that the probable cause of this accident was a pilot s error *Air Crash Investigations* Allistair Fitzgerald,2011 On 23 June 1985 Air India Flight 182 a Boeing 747 237B was on its way from Montreal Canada to London when it was blown up while in Irish airspace and crashed into the Atlantic Ocean 329 people perished It was the largest mass murder in modern Canadian history The explosion and downing of the carrier was related to the Narita Airport Bombing Investigation and prosecution took 25 years The suspects in the bombing were members of the Sikh separatist Babbar Khalsa Inderjit Singh Reyat the only person convicted was sentenced to 15 years in prison **Air Crash Investigations** Hans Griffioen,2011-02-01 This book explains the accident involving Atlantic Southeast Airlines flight 529 an EMB 120RT airplane which lost a propeller blade and crashed near Carrollton Georgia on August 21 1995 The accident killed 8 people on board Safety issues in the report focused on manufacturer engineering practices propeller blade maintenance repair propeller testing and inspection procedures the relaying of emergency information by air traffic controllers crew resource management training and the design of crash axes carried in aircraft Recommendations concerning these issues were made to the Federal Aviation Administration **AIR CRASH INVESTIGATIONS FATIGUE? The Crash of Federal Express Flight 1478** Hank Williamson, Editor,2012-10-01 On July 26 2002 about 0537 eastern daylight time Federal Express flight 1478 a Boeing 727 232F on its way from Memphis International Airport to Tallahassee Regional airport struck trees on short final approach and crashed short of runway 9 at the Tallahassee Regional Airport Florida The flight was operating as a scheduled cargo flight from Memphis to Tallahassee The captain first officer and flight engineer were seriously injured and the airplane was destroyed by impact and resulting fire Night visual meteorological conditions prevailed for the flight which operated on an instrument flight rules flight plan The National Transportation Safety Board determines that the probable cause of the accident was the crew s failure to establish and maintain a proper glidepath during the night visual approach to landing Contributing to the accident was a combination of the captain s and first officer s fatigue the crew s failure to monitor the approach and the first officer s color vision deficiency **AIR CRASH INVESTIGATIONS: LOST...The Crash of American Airlines Flight 965** George Cramoisi, editor,2012-04-01 On December 20 1995 American Airlines Flight 965 a Boeing 757 223 was on a scheduled passenger flight from Miami Florida U S A to Cali Colombia Close to its final destination the pilots erroneously cleared the

approach waypoints from their navigation computer When the controller asked the pilots to check back in over Tulua north of Cali it was no longer programmed into the computer They were lost and the aircraft crashed into a mountain Of the 163 people on board 4 passengers survived miraculously the accident

Air Crash Investigations: The Plane That Vanished, the Crash of Adam Air Flight 574 George Cramoisi, 2010-07-13 On 1 January 2007 a Boeing 737 4Q8 operated by Adam Air as flight DHI 574 was on a flight from Surabaya East Java to Manado Sulawesi at FL 350 35 000 feet when it suddenly disappeared from radar There were 102 people on board Nine days later wreckage was found floating in the sea near the island of Sulawesi The black boxes revealed that the pilots were so engrossed in trouble shooting the IRS that they forgot to fly the plane resulting in the crash that cost the lives of all aboard

AIR CRASH INVESTIGATIONS:
MYSTERIOUS CRASH KILLS 25 The Crash of United Airlines Flight 585 George Cramoisi, Editor, 2012-06-06 This amended report explains the accident involving United Airlines flight 585 a Boeing 737 200 on its way from Denver to Colorado Springs which crashed on March 3 1991 near Colorado Springs Municipal Airport Only after the crash of USAir 427 in 1994 and a similar incident with Eastwind 517 in 1996 the NTSB was able to pinpoint the cause of this crash jammed rudder The Boeing 737 has a history of rudder system related anomalies this finally solved the mystery of sudden jamming of the rudders of this aircraft

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