

National Transportation Safety Board
Washington, DC 20594

Brief of Accident

Adopted 02/26/2007

ANC06FA018
File No. 20929 01/25/2006 Ketchikan, AK Aircraft Reg No. N104XX Time (Local): 12:50 AST

Make/Model:	Aero Vodochody / L-39MS	Fatal	0	Serious	0	Minor/None	0
Engine Make/Model:	Povazske Stroguarne / DV-2	Crew	1				
Aircraft Damage:	Destroyed	Pass	0		0		0
Number of Engines:	1	Other	0		0		5
Operating Certificate(s):	None						
Type of Flight Operation:	Ferry						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Sitka, AK	Condition of Light:	Day
Destination:	Same as Accident/Incident Location	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Instrument Conditions
		Lowest Ceiling:	1200 Ft. AGL, Broken
		Visibility:	4.00 SM
		Wind Dir/Speed:	307 / 014 Kts
		Temperature (°C):	2
		Precip/Obscuration:	Light - Snow; Mist

Pilot-in-Command	Age: 39	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 3584
Airline Transport; Commercial; Multi-engine Land; Single-engine Land		Last 90 Days: 90
Instrument Ratings		Total Make/Model: 129
Airplane		Total Instrument Time: 180

The airline transport certificated pilot was on a Title 14, CFR Part 91 ferry flight in a military jet surplus warbird when the airplane collided with water and a residential area during an instrument approach to land. During the circle-to-land contact approach, the pilot was advised by an FAA flight service station specialist at the island airport that the weather did not look favorable for a contact approach due to low clouds and visibility. A pilot-rated witness on the shore across from the island reported seeing the airplane descend from the clouds and strike the ocean three times before it climbed out of sight. The witness described the visibility as about 3/4 mile in blowing snow. The airplane continued to fly for approximately 2.3 miles, until other witnesses near a town on the shore heard the engine stop, and saw the jet and a parachute at a low altitude. The airplane collided with the ground in a large lot, and continued into an occupied trailer home and parked vehicles. A postcrash fire ensued. Inspection of the airplane disclosed no preimpact mechanical problems with the airplane. The loss of engine power was consistent with the water impact which damaged the inlet fan and compressor stator. The circle-to-land minimum descent altitude for aircraft with a 120 knot approach speed is 2,500 feet msl, and requires 3 miles visibility. Prior to impact, the pilot attempted to eject from the airplane at a low altitude. The ejection was unsuccessful, and the pilot struck a tree while still in the ejection seat. Inspection of the ejection apparatus disclosed no evidence of any preimpact malfunction.

Brief of Accident (Continued)

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01/25/2006

Ketchikan, AK

Aircraft Reg No. N104XX

Time (Local): 12:50 AST

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CIRCLING (IFR)

Findings

1. (F) WEATHER CONDITION - BELOW APPROACH/LANDING MINIMUMS
 2. (C) IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 3. TERRAIN CONDITION - WATER
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Occurrence #2: LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation: CIRCLING (IFR)

Findings

4. (C) COMPRESSOR ASSEMBLY, FORWARD FAN - FRACTURED
 5. (C) COMPRESSOR ASSEMBLY, STATOR VANE - FRACTURED
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Occurrence #3: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: EMERGENCY DESCENT/LANDING

Findings

6. BAIL-OUT/EMERGENCY EJECTION - NOT SUCCESSFUL - PILOT IN COMMAND
7. TERRAIN CONDITION - RESIDENTIAL AREA

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.

The pilot's failure to follow published instrument landing procedures and his descent below approach minimums during an IFR circle to land approach, which resulted in the airplane striking the ocean and a loss of engine power. Factors contributing to the accident were low clouds and snow.