

Brief of Accident

Adopted 09/19/2011

ANC10FA067
File No. 28621 08/01/2010 McKinley Park, AK Aircraft Reg No. N709RR Time (Local): 15:00 ADT

Make/Model: Fairchild / C-123K
Engine Make/Model: P & W / R-2800 SERIES
Aircraft Damage: Substantial
Number of Engines: 2
Operating Certificate(s): None
Type of Flight Operation: Business
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	2	0	0
Pass	1	0	0

Last Depart. Point: Palmer, AK
Destination: Unalakleet, AK
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Unknown
Basic Weather: Visual Conditions
Lowest Ceiling:
Visibility:
Wind Dir/Speed:
Temperature (°C): Unk/Nr
Precip/Obscuration:

Pilot-in-Command Age: 61

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea; Helicopter

Total All Aircraft: 20000
Last 90 Days: Unk/Nr
Total Make/Model: Unk/Nr
Total Instrument Time: Unk/Nr

Instrument Ratings
Airplane

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

The pilot, co-pilot and the passenger departed on a day VFR cross country flight in a large, 1950's era former military transport category airplane to deliver cargo. The pilot did not file a flight plan, and had no communication with any air traffic control facility during the flight.

While en route, witnesses saw the airplane fly slowly across a valley near the entrance of a national park, which was not the intended route of flight. The airplane suddenly pitched up, stalled, and dived into wooded terrain within the park. Two pilot-rated witnesses said the engines were operating at the time of the accident, and the landing gear was retracted.

An on-scene examination of the burned airplane structure and engines revealed no evidence of any preaccident mechanical deficiencies, or any evidence that the cargo had shifted during the flight.

A former military pilot who had experience in the accident type airplane, stated that the airplane was considered unrecoverable from a stall, and for that reason, pilots did not typically practice stalls in it. He also indicated that if a problem was encountered with one of the two piston engines on the airplane, the auxiliary jet engine on the affected side should be started to provide additional thrust.

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Given the lack of mechanical deficiencies discovered during postaccident inspection, the absence of any distress communications, and the fact that neither of the two auxiliary jet engines had been started to assist in the event of a piston engine malfunction, it is likely the pilot allowed the airplane to lose airspeed and enter a low altitude stall from which he was unable to recover.

Updated at Sep 19 2011 10:04AM

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OCCURRENCES

Maneuvering-low-alt flying - Loss of control in flight
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C

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

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

The pilot's failure to maintain adequate airspeed to avoid a low altitude stall, resulting in a loss of control and collision with terrain.