

 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ANC06FA018		Most Critical Injury: Fatal	
		Occurrence Date: 01/25/2006		Investigated By: NTSB	
		Occurrence Type: Accident		ICAO Report Submitted:	
Location/Time					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
Ketchikan		AK	99901	1250	AST
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N104XX		Aero Vodochody		L-39MS	
Type of Aircraft: Airplane			Homebuilt Aircraft? No		
Injury Summary:		Fatal	1	Serious	8
				Minor	None
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On January 25, 2006, about 1250 Alaska Standard time, an Aero Vodochody L-39MS airplane, N104XX, a surplus military warbird built in the Czech Republic, was destroyed by impact and postimpact fire when it collided with the ground, and an occupied trailer home during an instrument approach/circle to land at the Ketchikan International Airport, Ketchikan, Alaska. The experimental airplane was being operated as an instrument flight rules (IFR) cross-country ferry flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Air USA Inc., Quincy, Illinois. The airline transport certificated pilot, the sole occupant, received fatal injuries. Eight persons on the ground received minor injuries. Instrument meteorological conditions prevailed in the area of the accident. The flight departed VFR about 1141 from the Sitka Rocky Gutierrez Airport, Sitka, Alaska, and an IFR flight plan was filed.</p> <p>According to Federal Aviation Administration (FAA) personnel, the airplane was issued a special ferry permit by an inspector with the Van Nuys Flight Standards District Office (FSDO), Van Nuys, California, on January 23, 2006, with the options to fly VFR/IFR day/night from Anchorage, Alaska, to Seattle, Washington. The ferry permit was signed by an FAA certificated mechanic, certifying that the airplane was safe for a ferry flight. According to the operator, the accident airplane departed Palmer, Alaska, on January 23, about 1500, with another L-39MS airplane, with an intended destination of Ketchikan. Due to adverse weather conditions in Ketchikan, the two airplanes diverted to Sitka, and remained there until January 25. The accident airplane pilot obtained two weather briefings on January 25, and departed for Bellingham, Washington, without filing a flight plan. Due to adverse wind conditions along the planned route, the pilot diverted to Ketchikan, and obtained an IFR en route clearance about 1210. The pilot was cleared for the instrument landing system (ILS) approach to runway 11 at Ketchikan, and about 1248, the pilot reported via radio to the Ketchikan Flight Service Station (FSS) that he had the airfield in-sight, and stated he would attempt to circle to land on runway 29 at Ketchikan.</p> <p>A pilot-rated witness reported that he saw the airplane descend from the clouds, from about 200 feet above the waters of the Tongass Narrows, near Peninsula Point, which is about 2 miles from the crash site. The witness indicated that the visibility was about 3/4 mile in wet blowing snow, and the wind at the time was from the northwest, about 30 knots. The witness indicated he could see the outline of the Alaska Marine Highway vessel "Columbia" as it was southeast bound toward the Ketchikan ferry terminal. The witness said the accident airplane, with the landing gear down, descended on about a 20 to 25 degree angle at a high rate of descent to the surface of the water, about 200 yards from the shore. The airplane struck the surface twice, each time gaining about 10 feet before skipping on the surface for a third time. The first two water impacts produced an extensive spray of water that obscured his view of the airplane. The airplane then gained altitude and climbed out of his line of sight.</p> <p>Several witnesses aboard the vessel "Columbia" reported seeing a large splash in the water between 3/4 to 1 mile in front of the vessel. They thought the splash was a whale, but due the limited</p>					
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Narrative (Continued)

visibility of 1/2 to 3/4 mile, none reported seeing or hearing an airplane. After the water impact, other witnesses on shore reported seeing the airplane at tree-top level over the town of Ketchikan, and hearing engine sounds, but then the engine stopped making any sound. The pilot was observed to eject from the airplane, but the ejection sequence was incomplete, and he struck the ground while still in his ejection seat.

The unoccupied airplane collided with the ground in a large open lot on an easterly heading, struck the western bank of Carlanna Creek, continued over the creek and struck a trailer home that was occupied by two persons, crashed into several unoccupied automobiles, and came to rest in another open lot. Ketchikan Fire Department personnel responded to the scene and evacuated residents, and began fighting the trailer fire and the burning airplane fuselage. While fighting the airplane fire, the rear ejection seat was blown out of the fuselage by the seat's initial ejection charge, landing about 150 feet from the wreckage. The seat's second stage rocket motor did not discharge, and it was rendered safe by military personnel on the evening of January 28. Portions of airplane wreckage were located in Carlanna Creek, and within the interior of the trailer. Further examination of the airplane engine is pending.

The ILS approach to runway 11 has a minimum descent altitude of 1,000 feet mean sea level (msl), with the missed approach point at 2.7 miles from the runway touchdown point. The water impact location is about 1.2 mile from the runway threshold, and about .4 mile left of the runway centerline. Runway 11 at Ketchikan is 7,500 feet long.

At 1253, an aviation routine weather report (METAR) at Ketchikan was reporting, in part: Wind, 330 degrees (true) at 14 knots; visibility, 4 statute miles in light snow and mist; clouds and sky condition, 400 feet scattered, 1,200 feet broken, 2,300 feet overcast; temperature, 36 degrees F; dew point, 34 degrees F; altimeter, 29.33 inHg; remarks, harbor wind, 310 degrees (true) at 11 knots, gusts to 18 knots. A special weather observation at 1304 was reporting, in part: Wind, 330 degrees (true) at 14 knots; visibility, 2 statute miles in light snow and mist; clouds and sky condition, 400 feet scattered, 1,000 feet broken, 1,800 feet overcast; temperature, 34 degrees F; dew point, 34 degrees F; altimeter, 29.33 inHg.

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Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Destroyed	Accident Occurred During: Approach - circling(IFR)
Property Damage:	

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	Fatal
2			
3			
4			
5			
6			

Operator Information			
Name Air USA Inc.	Operator Designator Code	Doing Business As	
Street Address 1659 Highway 104	City Quincy	State IL	Zip Code 62305
-Type of Certificate(s) Held: None			
Air Carrier Operating Certificate(s):			
Operating Certificate:		Operator Certificate:	
Regulation Flight Conducted Under: Part 91: General Aviation			
Type of Flight Operations Conducted: Ferry			

Flight Plan/Itinerary			
Type of Flight Plan Filed: IFR			
Last Departure Point	State	Airport Identifier	
Sitka	AK	PASI	
Destination	State	Airport Identifier	
Same as Accident/Incident Location		PAKT	

Weather Information				
Investigator's Source:	Facility ID: PAKT	Observation Time (Local): 1253		
Sky/Lowest Cloud Condition: Scattered	400 Ft. AGL			
Lowest Ceiling: Broken	1200 Ft. AGL	Visibility: 4	SM	Altimeter: 29.33 "Hg

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Weather Information (Continued from page 2)

Temperature: 2 °C	Dew Point: 1 °C	Wind Direction: 307	
Wind Speed: 14 Kts.	Gusts: 18 Kts.	Weather Conditions at Accident Site: Instrument Conditions	

Administration Data

Notification From FAA Regional Operations Center	Date 01/25/2006	Local Time
FAA District Office/Coordinator FAA-AL-JNU FSDO 05 Dave Frederick	Investigator-In-Charge (IIC) Scott Erickson	

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