



National Transportation Safety Board Aviation Accident Final Report

Location:	PORT ALSWORTH, AK	Accident Number:	ANC85FA095
Date & Time:	01/16/1985, 0000 AKD	Registration:	N1618U
Aircraft:	CESSNA 207	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT CONTINUED THE AIR TAXI FLIGHT INTO ADVERSE WEATHER CONDITIONS AND STRUCK A MOUNTAIN.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (C) BECAME LOST/DISORIENTED - INATTENTIVE - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) WEATHER CONDITION - OBSCURATION
5. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
6. (F) IMPROPER TRAINING - PILOT IN COMMAND
7. (F) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
8. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Expired	Last FAA Medical Exam:	04/01/1982
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	589 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1618U
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700218
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	01/05/1985, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	17 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2712 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	VANDERPOOL FLYING SERVICE	Rated Power:	300 hp
Operator:	VANDERPOOL FLYING SERVICE	Operating Certificate(s) Held:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	LIME VILLAGE, AK (23AK)	Type of Flight Plan Filed:	Company VFR
Destination:	NONDALTON, AK (5NN)	Type of Clearance:	None
Departure Time:	1400 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARC STELLA	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).