



National Transportation Safety Board Aviation Accident Final Report

Location:	ELK CITY, ID	Accident Number:	SEA93FA023
Date & Time:	11/19/1992, 1520 MST	Registration:	N6257H
Aircraft:	CESSNA T207A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PILOT OF THE CESSNA 207, WHO WAS ATTEMPTING TO COMPLETE A VFR FLIGHT IN MOUNTAINOUS, HILLY TERRAIN, FLEW INTO FALLING SNOW WHICH REDUCED HIS VISIBILITY TO APPROXIMATELY ONE HALF MILE. WHEN HE REALIZED THAT HE WAS LOST, HE ATTEMPTED TO REVERSE COURSE, BUT IMPACTED THE TERRAIN WHILE ATTEMPTING TO TURN IN THE STEEP CANYON.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUATION OF A VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS. FACTORS INCLUDE BECOMING LOST, DISORIENTED, FALLING SNOW, AND MOUNTAINOUS, HILLY TERRAIN.

Findings

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

Findings

1. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
2. (F) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. (F) WEATHER CONDITION - SNOW
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/01/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4800 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6257H
Model/Series:	T207A T207A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal; Utility	Serial Number:	T207-00453
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	11/05/1992, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	909 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4109 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	TSIO-520-M
Registered Owner:	WILDERNESS AVIATION INC.	Rated Power:	310 hp
Operator:	WILDERNESS AVIATION INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	JFIA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	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:	-18°C / -18°C
Precipitation and Obscuration:			
Departure Point:	SELWAY LODGE, ID	Type of Flight Plan Filed:	Company VFR
Destination:	SALMON, ID (SMN)	Type of Clearance:	None
Departure Time:	1455 MST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ORRIN K ANDERSON	Report Date:	10/25/1993
Additional Participating Persons:	DAVE AVEY; SEATTLE, WA		
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](#).