



National Transportation Safety Board Aviation Accident Final Report

Location:	NOME, AK	Accident Number:	ANC89FA137
Date & Time:	08/07/1989, 1230 AKD	Registration:	N12333
Aircraft:	CESSNA 402	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

DRG ARRIVAL, RYAN AIR FLT 2401 (CESSNA 402, N12333) CONTACTED NOME FSS & RPRTD 15 MI WEST OF NOME. THE PLT WAS ADZD THE WX AT NOME WAS BELOW BASIC VFR. THE PLT REQUESTED A SPECIAL VFR CLNC. HE WAS ADZD TO REMAIN IN VFR CONDITIONS OUTSIDE THE CONTROL ZONE & TO STANDBY FOR A CLNC. LATER, WHEN FSS PSQL TRIED TO CONTACT FLT 2401 TO ISSUE THE CLNC, THERE WAS NO REPLY FROM THE PLT. SUBSEQUENTLY, A SEARCH WAS INITIATED FOR THE ACFT. FOUR DAYS LATER, IT WAS FOUND WHERE IT HAD CRASHED AT ABOUT 450' MSL ON THE EAST EDGE OF SLEDGE ISLAND, APRX 18 MI WEST OF NOME. AN EXAM OF THE WRECKAGE REVEALED THE ACFT HAD CRASHED INTO RISING TERRAIN, WHILE IN LEVEL FLT ON A HEADING OF ABOUT 250 DEG. NO PREIMPACT MECHANICAL PROBLEM WAS EVIDENT. THE 1300 ADT WX AT NOME WAS IN PART: 400' OVC, VIS 2 MI WITH RAIN & FOG, WIND FROM 120 DEG AT 12 KTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC) BY THE PILOT, AND HIS IMPROPER IN-FLIGHT PLANNING/DECISION. THE WEATHER AND TERRAIN CONDITIONS WERE CONSIDERED TO BE CONTRIBUTING FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - RAIN
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

Findings

5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (F) TERRAIN CONDITION - RISING

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	42, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	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 Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/21/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3247 hours (Total, all aircraft), 312 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 378 hours (Last 90 days, all aircraft), 132 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N12333
Model/Series:	402 402	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	402C0806
Landing Gear Type:	Retractable - Tricycle	Seats:	8
Date/Type of Last Inspection:	08/01/1989, AAIP	Certified Max Gross Wt.:	6850 lbs
Time Since Last Inspection:	13 Hours	Engines:	2 Reciprocating
Airframe Total Time:	5644 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520
Registered Owner:	RYAN AIR SERVICE, INC	Rated Power:	325 hp
Operator:		Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	RYAN AIR SERVICE	Operator Designator Code:	XY

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OME, 59 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1300 APT	Direction from Accident Site:	260°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 12° C
Precipitation and Obscuration:			
Departure Point:	WALES, AK (WAA)	Type of Flight Plan Filed:	Company VFR
Destination:	NOME, AK (OME)	Type of Clearance:	None
Departure Time:	1134 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	09/05/1990
Additional Participating Persons:	BOB SHEPHERD; FAIRBANKS, AK HUGH MCLAUGHLIN; FAIRBANKS, AK		
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 pubinq@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](#).