



National Transportation Safety Board Aviation Accident Final Report

Location:	COLD BAY, AK	Accident Number:	ANC90FA034
Date & Time:	02/17/1990, 1335 AST	Registration:	N27328
Aircraft:	PIPER PA-31-350	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE SCHEDULED FLIGHT'S DEPARTURE FROM KING COVE WAS DELAYED DUE TO A PASSING SNOW SQUALL. A WITNESS AT THE AIRPORT STATED THAT THE WEATHER AT THE AIRPORT WAS GOOD WHEN THE FLIGHT DEPARTED; HOWEVER, HE NOTED DARK CLOUDS IN THE DIRECTION OF COLD BAY, THE INTENDED DESTINATION OF THE FLIGHT. THE AIRPLANE DID NOT REACH ITS DESTINATION. IT WAS FOUND, WHERE IT HAD IMPACTED TERRAIN NEAR THE TOP OF A RIDGELINE AT THE 1250 FOOT LEVEL, BETWEEN KING COVE & COLD BAY. ABOUT 8 MILES WEST-NORTHWEST AT COLD BAY, WEATHER REPORTS INDICATED THERE WERE SNOW SHOWERS OF UNKNOWN INTENSITY IN ALL QUADRANTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: CONTINUED VFR FLIGHT BY THE PILOT INTO INSTRUMENT METEOROLOGICAL CONDITIONS (IMC), AND HIS FAILURE TO MAINTAIN ADEQUATE ALTITUDE (OR CLEARANCE) FROM MOUNTAINOUS TERRAIN. THE ADVERSE WEATHER AND TERRAIN CONDITIONS WERE RELATED FACTORS.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE

Findings

1. (F) TERRAIN CONDITION - HIGH TERRAIN
2. (F) WEATHER CONDITION - LOW CEILING
3. (F) WEATHER CONDITION - SNOW
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CRUISE

Findings

6. (F) TERRAIN CONDITION - SNOW COVERED
7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
8. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	43, 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	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/15/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9487 hours (Total, all aircraft), 1000 hours (Total, this make and model), 9031 hours (Pilot In Command, all aircraft), 211 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N27328
Model/Series:	PA-31-350 PA-31-350	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	31-7752149
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	02/13/1990, 100 Hour	Certified Max Gross Wt.:	7000 lbs
Time Since Last Inspection:	5 Hours	Engines:	2 Reciprocating
Airframe Total Time:	12690 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TIO-540-J2BD
Registered Owner:	PENINSULA AIRWAYS	Rated Power:	350 hp
Operator:	PENINSULA AIRWAYS	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	PENAIR	Operator Designator Code:	PNSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CDB, 98 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	1300 AST	Direction from Accident Site:	250°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2° C / -3° C
Precipitation and Obscuration:			
Departure Point:	KING COVE, AK (KVC)	Type of Flight Plan Filed:	Company VFR
Destination:	COLD BAY, AK (CDB)	Type of Clearance:	None
Departure Time:	1330 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
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):	GEORGE KOBELNYK	Report Date:	05/03/1993
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](#).