



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	FALSE PASS, AK	<b>Accident Number:</b>	ANC91FA018
<b>Date &amp; Time:</b>	12/21/1990, 1220 AST	<b>Registration:</b>	N9444F
<b>Aircraft:</b>	CESSNA 208	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

THE FLIGHT DEPARTED COLD BAY FOR THE APRX 15 MIN FLT TO FALSE PASS. THERE ARE NO WX REPORTING FACILITIES AT FALSE PASS. COLD BAY WX WAS 4,500 FT OVCST, LIGHT RAIN & FOG; FORECAST CALLED FOR FREQ CEILINGS BELOW 1,000 FT. WRECKAGE LOCATED BETWEEN TWO MOUNTAINS. FALSE PASS WX ESTIMATED 400 FT OVCST, 2-3 MI IN RAIN & FOG, WINDS 25-30 KTS. FISHING BOAT CAPTAIN IN AREA ESTIMATED WINDS DOWN THE MOUNTAIN AT 60 MPH OR GREATER.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S IMPROPER DECISION TO CONTINUE FLIGHT INTO AN AREA OF MOUNTAINOUS TERRAIN AND ADVERSE WEATHER CONDITIONS. THE TERRAIN AND WEATHER WERE FACTORS.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - RAIN
3. (F) WEATHER CONDITION - HIGH WIND
4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. (C) AIRCRAFT CONTROL - UNCONTROLLED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	05/30/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	11000 hours (Total, all aircraft), 323 hours (Total, this make and model), 10000 hours (Pilot In Command, all aircraft), 186 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9444F
<b>Model/Series:</b>	208 208	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20800104
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	11/15/1990, AAIP	<b>Certified Max Gross Wt.:</b>	8000 lbs
<b>Time Since Last Inspection:</b>	94 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	1787 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	MARKAIR EXPRESS	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	MARKAIR EXPRESS	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	HERA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual 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	2 Miles
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	30 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C / -18° C
Precipitation and Obscuration:			
Departure Point:	COLD BAY, AK (CDB)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1205 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:	12/14/1992
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).