



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AIALAK BAY, AK	<b>Accident Number:</b>	ANC90FA101
<b>Date &amp; Time:</b>	06/25/1990, 1430 AKD	<b>Registration:</b>	N9985M
<b>Aircraft:</b>	CESSNA 207A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	5 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

TWO AIRPLANES DEPARTED SEWARD WITHIN MINUTES OF EACH OTHER ON A LOCAL FLIGHTSEEING TRIP, AND THEIR FLIGHT ROUTES WERE TO BE THE SAME. AFTER REACHING AIALAK BAY, THIS AIRPLANE PASSED THE OTHER AND STARTED THE RETURN TRIP TO SEWARD. THE PASS THEY WOULD NORMALLY USE WAS OBSCURED BY CLOUDS. THE PENINSULA THAT SEPARATED AIALAK BAY AND SEWARD WAS THE ONLY PART OF LAND THAT WAS OBSCURED BY WEATHER. THE BASES OF THE CLOUDS WERE AT 1200 FEET MSL. THE AIRPLANE WAS LOCATED ON THE NORTHEAST SIDE, AT THE 2700 FOOT LEVEL OF A MOUNTAIN, AND THE WRECKAGE WAS SCATTERED ALONG 330 DEGREES. THE PILOT HAD BEEN HIRED LESS THAN 2 MONTHS BEFORE THE ACCIDENT AS A GROUND HANDLER AND FUELER, AND FOR PILOT TRAINING. TWO DAYS BEFORE THE ACCIDENT HE WAS AUTHORIZED TO FLY PART 135 FLIGHTSEEING TRIPS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S ATTEMPT TO FLY UNDER VISUAL FLIGHT RULES WHILE IN INSTRUMENT METEOROLOGICAL CONDITIONS. CONTRIBUTING FACTORS TO THE ACCIDENT WERE THE LOW CEILING AND SURROUNDING MOUNTAINOUS TERRAIN.

## Findings

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

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	42, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Invalid Medical for flight	<b>Last FAA Medical Exam:</b>	08/16/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	540 hours (Total, all aircraft), 510 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9985M
<b>Model/Series:</b>	207A 207A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20700775
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	06/18/1990, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	8 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3391 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	TRAIL LAKE FLYING SERVICE, INC	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	TRAIL LAKE FLYING SERVICE, INC	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	TLFA

## 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	10 Miles
Lowest Ceiling:	Overcast / 1200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	SEWARD, AK (SWD)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1305 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	SEWARD (SWD)	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	4 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	5 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:pubinq@ntsb.gov">pubinq@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](#).