



National Transportation Safety Board Aviation Accident Final Report

Location:	YAKUTAT, AK	Accident Number:	ANC92LA115
Date & Time:	07/29/1992, 0900 AKD	Registration:	N7ME
Aircraft:	CESSNA 207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE CRASH OCCURRED AT THE 1100 FOOT LEVEL OF A MOUNTAIN SIDE WHILE THE AIRPLANE WAS FLYING A COURSE ROUGHLY PARALLEL TO THE MOUNTAIN RANGE. MARGINAL WEATHER CONDITIONS WERE REPORTED FOR THE AREA. THE PILOT'S 22-YEAR-OLD SON STATED THAT IN THOSE TYPE WEATHER CONDITIONS HIS FATHER WOULD ROUTINELY CLIMB UP INTO THE SOUP. SET A LORAN COURSE FOR HOME, AND SIT BACK AND RELAX. WHEN CLOSE TO HOME HE WOULD DESCEND TO VFR CONDITIONS OVER THE FLAT COASTAL AREA AND LAND.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT ELECTED TO FLY AN IMPROPER ALTITUDE. CONTRIBUTING FACTORS WERE THE PILOTS ATTEMPT TO FLY VFR INTO IMC CONDITIONS, AND THE OBSCURED WEATHER.

Findings

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

Findings

1. (F) WEATHER CONDITION - OBSCURATION
2. (C) ALTITUDE - IMPROPER - PILOT IN COMMAND
3. (F) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/01/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9500 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 265 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N7ME
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700263
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	07/02/1992, 100 Hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	76 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3292 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	HAROLD D. ROBBINS	Rated Power:	300 hp
Operator:	GULF AIR TAXI	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HXOA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	YAK, 33 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	0858 ADT	Direction from Accident Site:	265°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	5 Miles
Lowest Ceiling:	Broken / 2500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 10° C
Precipitation and Obscuration:			
Departure Point:	DRY BAY, AK	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	0810 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:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Report Date:	08/26/1993
Additional Participating Persons:	ROBERT W KOLVIG; JUNEAU, 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).