



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	NEAR KENAI, AK	<b>Accident Number:</b>	ANC82DA064
<b>Date &amp; Time:</b>	08/03/1982, 1415 AKD	<b>Registration:</b>	N1751U
<b>Aircraft:</b>	CESSNA 207	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	6 Serious

**Flight Conducted Under:** Part 91: General Aviation -

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## Analysis

SEVERAL BLACK BEARS WERE SPOTTED IN A NARROW CANYON AND THE PILOT BEGAN MAKING TIGHT, DESCENDING TURNS SO HIS SIGHTSEEING PASSENGERS COULD GET PHOTOGRAPHS. REPORTEDLY, THE STALL WARNING HORN CAME ON, BUT THE PILOT CONTINUED THE TURNS. HE FINALLY ROLLED OUT OF THE TURN, BUT WAS HEADED UPHILL IN THE VALLEY. THE PILOT WAS UNABLE TO MAINTAIN AIRSPEED WHILE CLIMBING UP THE VALLEY. SUBSEQUENTLY, THE AIRCRAFT CRASHED AND NOSED OVER. THE ELEVATION OF THE CRASH SITE WAS ABOUT 3000 FT AND THE REPORTED TEMPERATURE WAS 62 DEG.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

## Findings

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

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. (C) DIVERTED ATTENTION - PILOT IN COMMAND
4. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. (F) TERRAIN CONDITION - RISING
6. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: OTHER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	Helicopter	<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>	
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/09/1982
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5143 hours (Total, all aircraft), 95 hours (Total, this make and model), 4634 hours (Pilot In Command, all aircraft), 131 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1751U
<b>Model/Series:</b>	207 207	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	00351
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	32 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2811 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	KENAI AIR ALASKA	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	KENAI AIR ALASKA	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## 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:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	62° C / 0° C
Precipitation and Obscuration:			
Departure Point:	KENAI, AK (ENA)	Type of Flight Plan Filed:	None
Destination:	KENAI, AK (ENA)	Type of Clearance:	None
Departure Time:	1330	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	5 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	Report Date:	08/03/1983
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> .	

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](#).