



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	GOLOVIN, AK	<b>Accident Number:</b>	ANC85FA085
<b>Date &amp; Time:</b>	05/16/1985, 1345 AKD	<b>Registration:</b>	N73635
<b>Aircraft:</b>	CESSNA C-207A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal, 3 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

ACCORDING TO THE PILOT-IN-COMMAND, HE WAS ATTEMPTING TO FLY THROUGH A MOUNTAIN SADDLE. AS HE TURNED TOWARDS THE MOUNTAIN AND BEGAN HIS CLIMB THE WEATHER DETERIORATED RAPIDLY WITH CEILINGS ZERO, VISIBILITY ZERO AND SEVERE TURBULENCE. THE AIRPLANE STRUCK THE SIDE OF A 1707 FOOT HIGH MOUNTAIN AT THE 1590 FOOT LEVEL ON A MAGNETIC HEADING OF 015 DEGREES. THE PILOT-IN-COMMAND STATED THAT JUST PRIOR TO IMPACT HE COULD NOT SEE ANYTHING.

## 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 ENCOUNTER WITH WEATHER

Phase of Operation: CLIMB - TO CRUISE

### Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) PRESSURE - PILOT IN COMMAND
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. (C) JUDGMENT - POOR - PILOT IN COMMAND
7. (C) IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND
8. (F) WEATHER EVALUATION - POOR - COMPANY/OPERATOR MANAGEMENT

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

### Findings

9. (F) TERRAIN CONDITION - HIGH TERRAIN
10. (F) TERRAIN CONDITION - SNOW COVERED
11. (F) WEATHER CONDITION - CLOUDS
12. (F) WEATHER CONDITION - WHITEOUT
13. (F) VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	30, 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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/01/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4280 hours (Total, all aircraft), 420 hours (Total, this make and model), 4150 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N73635
<b>Model/Series:</b>	C-207A C-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>	20700610
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	04/02/1985, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	85 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5132 Hours	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	DAVID OLSON	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	DAVID OLSON	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OME, 36 ft msl	Distance from Accident Site:	71 Nautical Miles
Observation Time:	1254 AKT	Direction from Accident Site:	256°
Lowest Cloud Condition:	Partial Obscuration / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 400 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	24 knots / 29 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / -1°C
Precipitation and Obscuration:			
Departure Point:	GOLOVIN, AK (GLV)	Type of Flight Plan Filed:	Company VFR
Destination:	ELIM, AK (ELI)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Airport Information

Airport:	UNKNOWN	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Fatal, 2 Serious	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal, 3 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	
Additional Participating Persons:	ROY C DAW; ANCHORAGE, 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 <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](#).