



# National Transportation Safety Board

## Aviation Accident Final Report

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Location:	NOME, AK	Accident Number:	ANC86MA027
Date & Time:	02/11/1986, 1051 AST	Registration:	N9468M
Aircraft:	CESSNA 207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

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### Analysis

THE ACFT DEPARTED DURING A BREAK IN THE WX AFTER HAVING WAITED FOR A SPECIAL VFR DEPARTURE. HIS DEPARTURE RADIO CALL WAS THE LAST COMMUNICATION FROM THE FLT. THE WX REMAINED MARGINAL WITH ICING IN THE CLOUDS AND FREEZING DRIZZLE. THE ACFT WAS ON A FLT TO TRANSPORT A DENTIST & A TECHNICAL ASST TO AREA VILLAGES FOR U.S. HEALTH DEPT CLINICAL WORK. THERE WAS NO PRESSING OR URGENT NEED TO ADHERE TO A SCHEDULE IF THE WX DICTATED A POSTPONEMENT. ACFT WRECKAGE WAS LOCATED ON THE SIDE OF A MT AT 650 FT ABOVE MSL. IT HAD COLLIDED WITH AN UPGRADE WHILE IN A DESCENDING TURN. THE ACFT BROKE APART AND LEFT WRECKAGE FOR A DISTANCE OF 493 FT BEFORE COMING TO REST. THE PLT & ONE PASSENGER REMAINED IN THE WRECKAGE. THE RT FRONT PASSENGER WAS EJECTED AND LOCATED NEAR THE WRECKAGE. WITNESSES AT THE CRASH SITE NOTED ICE 1/8 TO 3/4 INCHES THICK ON THE BROKEN WINGS & AIRFRAME PARTS DURING THE RECOVERY.

### 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: CRUISE - NORMAL

### Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (F) WEATHER CONDITION - FOG
3. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
4. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING

### Findings

6. TERRAIN CONDITION - RISING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	28, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Seatbelt
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/01/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1845 hours (Total, all aircraft), 153 hours (Total, this make and model), 286 hours (Pilot In Command, all aircraft), 153 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9468M
<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>	Normal	<b>Serial Number:</b>	207 00694
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	01/16/1986, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	64 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	4584 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	RYAN AIR SERVICE, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	RYAN AIR SERVICE, INC.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OME, 36 ft msl	Distance from Accident Site:	13 Nautical Miles
Observation Time:	1054 AST	Direction from Accident Site:	89°
Lowest Cloud Condition:	Scattered / 900 ft agl	Visibility	5 Miles
Lowest Ceiling:	Overcast / 1800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:			
Departure Point:	NOME, AK (OME)	Type of Flight Plan Filed:	VFR
Destination:	TELLER, AK (TLA)	Type of Clearance:	None
Departure Time:	1036 AST	Type of Airspace:	Class G

## Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/Landing:

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	MARC STELLA	Report Date:
Additional Participating Persons:	HERBERT A SHANNON; FAIRBANKS, AK DONALD NELSON	
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.ntsb.gov/pubdms/">http://dms.ntsb.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](#).