



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	AMBLER, AK	<b>Accident Number:</b>	ANC88FA020
<b>Date &amp; Time:</b>	12/10/1987, 2100 AST	<b>Registration:</b>	N9979M
<b>Aircraft:</b>	CESSNA 207A	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PLT OF THE AIR TAXI CARGO FLT WAS OPERG AT NIGHT IN MARGINAL VFR CONDS WHEN THE ACFT STRUCK RISING TERRAIN. THE ACFT WAS FND THE NEXT DAY AT APRX 1000 AST, SOME 15 MI OFF THE INTENDED ROUTE. THE PLT WAS UNCONSCIOUS & SUFFERING FM HYPOTHERMIA & OTHER INJURIES. HE WAS TAKEN TO A HOSPITAL, BUT DIED LATER THAT DAY. AN INVESTIGATION REVEALED THE ACFT STRUCK THE SOUTH SIDE OF BISMARK MTN AT APRX 2100' MSL WHILE IN LVL FLT. ANOTHER PLT, WHO WAS FLYING IN THE AREA ABOUT 2-1/2 HRS AFTER THE ACDNT, RPRTD THAT CLASSIC WHITE-OUT CONDS EXISTED WITH MOD SNOW FALL & ICE CRYSTALS RDCG FWD VIS TO LESS THAN 1/2 MI. THE PLT (OF N9979M) HAD BEEN RECENTLY HIRED BY BERING AIR & HAD ONLY ABOUT 23 HRS OF KNOWN FLT TIME IN THE GENERAL AREA. AT THE TIME OF EMPLOYMENT, HE INDCD HE HAD APRX 1536 HRS OF FLT TIME; HOWEVER, ONLY 446 HRS OF FLT TIME WAS VERIFIED BY HIS LOGBOOK & OTHER SOURCES. MIN FLT TIME TO ACT AS A PIC IN THE AIR TAXI OPN WAS 500 HRS.

## 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

### Findings

1. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED
3. (F) LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. (F) INADEQUATE SUBSTANTIATION PROCESS - COMPANY/OPERATOR MGMT
5. (F) LIGHT CONDITION - DARK NIGHT
6. (F) WEATHER CONDITION - OBSCURATION
7. (F) WEATHER CONDITION - ICE FOG
8. (F) WEATHER CONDITION - SNOW
9. (F) WEATHER CONDITION - WHITEOUT
10. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CRUISE

### Findings

11. (C) BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
12. (F) TERRAIN CONDITION - HIGH TERRAIN
13. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
14. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
15. (F) LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	09/28/1987
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	446 hours (Total, all aircraft), 60 hours (Total, this make and model), 265 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9979M
<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>	20700773
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	11/22/1987, 100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	40 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3343 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>	BERING AIR INC	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	BERING AIR, INC.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	FXTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
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	0 Miles
Lowest Ceiling:	Obscured / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-12°C / -8°C
Precipitation and Obscuration:			
Departure Point:	KOTZEBUE, AK (Z60)	Type of Flight Plan Filed:	VFR
Destination:	SHUNGNAK, AK (SHG)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	01/11/1989
Additional Participating Persons:	PHILLIP B EVANS; FAIRBANKS, 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: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> .		

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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](#).