



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	SITKA, AK	<b>Accident Number:</b>	SEA88FA167
<b>Date &amp; Time:</b>	09/05/1988, 1345 AKD	<b>Registration:</b>	N111VA
<b>Aircraft:</b>	Britten-Norman BN-2A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 5 Serious, 2 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

THE PILOT ENCOUNTERED LOW CEILINGS, RAIN AND FOG WHILE ATTEMPTING TO FLY THROUGH A NARROW MOUNTAIN PASS AND SUCCESSFULLY REVERSED COURSE. HE THEN FLEW INTO A SMALL CANYON OFF THE MAIN PASS THAT TERMINATED IN A SMALL GLACIER-COVERED BOWL SURROUNDED BY STEEP ROCK WALLS. WHEN IT BECAME APPARENT DURING A TURN TO REVERSE COURSE THAT THERE WAS INSUFFICIENT SPACE TO COMPLETE THE MANEUVER BEFORE COLLISION WITH A ROCK WALL, THE PILOT RETARDED THE THROTTLES AND CRASH LANDED ON A GLACIER.

## Probable Cause and Findings

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

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

### Findings

1. (F) TERRAIN CONDITION - BLIND/BOX CANYON
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING
4. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - RAIN
6. (F) WEATHER CONDITION - FOG

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	51, 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>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/29/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	4000 hours (Total, all aircraft), 191 hours (Total, this make and model), 3808 hours (Pilot In Command, all aircraft), 112 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Britten-Norman	<b>Registration:</b>	N111VA
<b>Model/Series:</b>	BN-2A BN-2A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	215
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	08/15/1988, 100 Hour	<b>Certified Max Gross Wt.:</b>	6200 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-540-E4C5
<b>Registered Owner:</b>	DANIEL S. BALDWIN, INC	<b>Rated Power:</b>	260 hp
<b>Operator:</b>	DANIEL S. BALDWIN	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	WRANGELL AIR SERVICE	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SIT, 21 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	1350 ADT	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 1400 ft agl	Visibility	15 Miles
Lowest Ceiling:	Broken / 2800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13° C / 10° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	PETERSBURG, AK (PSG)	Type of Clearance:	None
Departure Time:	1338 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal, 4 Serious, 2 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 5 Serious, 2 Minor, 2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	09/25/1989
Additional Participating Persons:	TOM SCHILLING; JUNEAU, AK BOB 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 <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](#).