



National Transportation Safety Board Aviation Accident Final Report

Location:	DILLINGHAM, AK	Accident Number:	ANC92LA108
Date & Time:	07/20/1992, 0922 AKD	Registration:	N9975M
Aircraft:	CESSNA 207	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

THE PILOT BENT DOWN TO RETRIEVE THE FIRE EXTINGUISHER BETWEEN HIS FEET AND TO REPLACE IT IN THE BRACKET LOCATED UNDER THE PILOT'S SEAT. WHEN HE LOOKED UP HE SAW A HILL IN FRONT OF THE AIRPLANE. HE PULLED UP AND THE AIRPLANE STRUCK THE HILL BUT CONTINUED TO FLY. HE PULLED BACK ON THE YOKE AND ADDED FULL POWER AND THE AIRPLANE ENTERED THE CLOUDS. HE NOTICED HE WAS ABOUT TO STALL THE AIRPLANE SO HE LOWERED THE NOSE AND THE AIRPLANE IMMEDIATELY STRUCK THE HILL AGAIN AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND'S FAILURE TO MAINTAIN VISUAL LOOKOUT AND CLEARANCE FROM TERRAIN. A FACTOR WAS THE PILOT DIVERTED HIS ATTENTION TO SECURE A LOOSE FIRE EXTINGUISHER.

Findings

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

Findings

1. (F) FIRE EXTINGUISHER, PORTABLE - LOOSE
2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
3. (C) VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	30, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	10/28/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	2800 hours (Total, all aircraft), 200 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9975M
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700772
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	01/02/2000, Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	MARKAIR EXPRESS INC.	Rated Power:	300 hp
Operator:	MARKAIR EXPRESS INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	HERA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	DLG, 86 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0935 ADT	Direction from Accident Site:	200°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	9° C / 7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	NEW KOLIGANEK, AK (KGK)	Type of Clearance:	None
Departure Time:	0900 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	09/14/1993
Additional Participating Persons:	RALPH PACK; 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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).