



National Transportation Safety Board Aviation Accident Final Report

Location:	OLD HARBOR, AK	Accident Number:	ANC95LA049
Date & Time:	04/25/1995, 1940 AKD	Registration:	N1769U
Aircraft:	CESSNA 207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE PILOT WAS INFORMED BY ANOTHER COMPANY PILOT THAT THE HIGHER PASSES WERE CLOSED. HE THEN ATTEMPTED TO FLY THROUGH 'HIGH PASS' LOCATED NEAR OLD HARBOR. THE PILOT DESCRIBED THE WEATHER AS OVERCAST WITH CEILINGS OBSCURED, AND FLIGHT VISIBILITY WAS 2 TO 3 MILES. THE PASS WAS SNOW COVERED. AS HE ENTERED THE PASS HE LOST VISUAL REFERENCE DUE TO WHITEOUT CONDITIONS AND HE INITIATED A LEFT TURN TO EXIT THE PASS. APPROX HALF WAY THROUGH THE TURN THE LEFT WING STRUCK THE MOUNTAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUED FLIGHT INTO KNOWN ADVERSE WEATHER. THE WHITEOUT CONDITION WAS A FACTOR.

Findings

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

Findings

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) TERRAIN CONDITION - SNOW COVERED
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - WHITEOUT

Factual Information

On April 25, 1995, at 1940 Alaska daylight time, a wheel equipped Cessna 207 airplane, N1769U, registered to and operated by Markair Express of Anchorage, Alaska, crashed in "High Pass" near Old Harbor, Alaska. Old Harbor is located on Kodiak Island, near Kodiak, Alaska. The positioning flight, operating under 14 CFR Part 91, departed Old Harbor and the destination was Kodiak. A company visual flight rules flight plan was in effect. Visual meteorological conditions prevailed throughout the area, but the accident site was in instrument meteorological conditions (IMC). The Airline Transport certificated pilot, the sole occupant, was seriously injured and the airplane was destroyed by impact forces.

According to the Director of Operations for Markair Express, a pilot in another airplane told the accident pilot that the higher elevation passes were closed. The accident pilot decided to fly into "High Pass" to see if he could "make it." The accident pilot told the Director of Operations that he saw the pass was closed and he began a turn to the right. The pass was snow covered and there was an overcast cloud layer above the pass. According to the pilot, the prevailing visibility in the area was 10 miles, however, at the accident scene, the overcast was obscured and the visibility was 2 to 3 miles. Approximately half way through the turn, he entered IMC due to whiteout and the left wing struck the mountain.

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	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 Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	11/02/1994
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3700 hours (Total, all aircraft), 700 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1769U
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	00369
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	02/27/1995, AAIP	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	11036 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	MARKAIR EXPRESS	Rated Power:	300 hp
Operator:	MARKAIR EXPRESS	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HERA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
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	2 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:			
Departure Point:	, AK (6R7)	Type of Flight Plan Filed:	Company VFR
Destination:	KODIAK, AK (ADQ)	Type of Clearance:	None
Departure Time:	1932 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): GEORGE KOBELNYK **Report Date:** 01/19/1996

Additional Participating Persons: ALLEN R LEE; 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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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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](#).