



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANIAK, AK	<b>Accident Number:</b>	ANC00FA128
<b>Date &amp; Time:</b>	09/20/2000, 0615 AKD	<b>Registration:</b>	N42472
<b>Aircraft:</b>	Cessna 207	<b>Aircraft Damage:</b>	Destroyed
<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 air taxi pilot had flown to a remote airstrip and lodge in a company airplane to go hunting. He was scheduled the next morning for a flight from his company's base of operations, his original departure airport. According to a hunting guide at the lodge, the pilot departed the lodge's airstrip about 0608, with a load of revenue cargo. A few minutes later, the guide heard the sound of an airplane, and then a loud impact. The guide could not see the wreckage because it was too dark outside. He departed in his own airplane, but entered clouds shortly after takeoff, and had to return. The guide commented he thought the accident pilot was trying to return to the lodge airstrip because of the poor weather and darkness. The wreckage was located on a nearby mountain in daylight hours after the cloud cover had dissipated. Postaccident inspection disclosed no evidence of any preimpact mechanical anomalies with the airplane. Official sunrise was 0813; official civil twilight was 0730. The time of the accident was approximately 0615.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to initiate visual flight into dark night instrument meteorological conditions. Factors associated with the accident are a low ceiling, a dark night, the pilot's failure to follow regulatory procedures and directives, and his self-induced pressure to return to base to take another flight.

## Findings

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

### Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
4. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND
5. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

## Factual Information

### HISTORY OF FLIGHT

On September 20, 2000, about 0615 Alaska daylight time, a Cessna 207 airplane, N42472, was destroyed when it collided with mountainous terrain after takeoff from the 47-Mile Creek airstrip, about 55 miles southeast of Aniak, Alaska, at 61 degrees 02.41 minutes north latitude, 158 degrees, 10.38 minutes west longitude. The airplane was being operated under 14 CFR, Part 135, as an on demand air taxi flight transporting game meat from a hunting lodge to Aniak. The pilot had flown from Aniak to 47-Mile Creek the day prior to the accident under 14 CFR Part 91 to hunt. His return flight was conducted under 14 CFR Part 135. The airplane was operated by Inland Aviation Services, of Aniak. The solo commercial pilot received fatal injuries. No flight plan was filed.

### WITNESSES

According to the guide at the hunting lodge, the pilot flew to the airstrip on September 19 with his dog to hunt birds. He told the guide he would depart the next morning at 0600, as he needed to be in Aniak by 0700 for a 0800 air taxi flight for his employer. The guide and the pilot awakened about 0500; the guide made coffee, and then went back to bed. He heard the pilot start the airplane about 0600, and takeoff about 0608. He said he heard the accident airplane's engine power being reduced about 0615, followed by an immediate impact. The guide said he stepped out of his cabin to look for the airplane, but it was too dark to see anything. He went to his personal airplane, and attempted to radio the Kenai FAA Flight Service Station about the accident. He was unable to reach them from the ground, and elected to try and contact them while airborne. After liftoff, he said he immediately entered the clouds, and had to descend and return to land. He did make an airborne radio transmission about the accident, but was unsure if his transmission was received. The guide estimated the overcast cloud cover was about 500 feet above the 1,040 feet msl airstrip. According to an Alaska State Trooper who interviewed the guide, the guide believed the pilot was returning to land because of the low clouds and bad weather. The guide and three of the hunters in camp later reached the accident site about 1015, after the clouds had lifted. The pilot had been ejected from the airplane, and was deceased.

### METEOROLOGICAL INFORMATION

The accident occurred during the hours of darkness in instrument meteorological conditions. Sunrise at the accident location on the morning of the accident was 0813; civil twilight was 0730. The accident occurred about 0615. Federal air regulations prohibit visual flight rules (VFR) fixed-wing single-engine air taxi flights from operating at unlighted airfields prior to morning civil twilight.

Minimum en route VFR air taxi weather rules in uncontrolled airspace requires 500 feet clearance above the ground, 2 miles visibility, and standard cloud separation.

### WRECKAGE AND IMPACT INFORMATION

The on-site investigation began on September 21. Present was the NTSB investigator-in-charge, and a Cessna Aircraft accident investigator who was designated a party to the investigation.

The wreckage was located at 2,060 feet msl, about 300 feet below a ridge, one mile southwest of the west end of the departure airstrip. The energy path of the wreckage was distributed on a track of 190 degrees magnetic. About 1,200 pounds of game meat and animal horns were at the crash site, which was consistent with information supplied by the guide witness.

Approximately 14 gallons of fuel was confirmed by the NTSB IIC to be in each wing tank. All major components of the airplane were at the accident site, and there was no evidence of fire. Flight control continuity was established from the respective flight controls to the forward cabin area. Continuity to each flight control actuator was not possible due to impact damage and fuselage crush. The flap selector was selected "up," the throttle and mixture selectors were all the way forward (full on and full rich). The engine was separated from its engine mounts. The three bladed engine propeller had separated from the engine at the crankshaft face flange. The propeller had numerous chordwise scratches and gouges, and "S" type bending.

No evidence of any preimpact mechanical anomaly was discovered with either the airframe or engine.

#### MEDICAL AND PATHOLOGICAL INFORMATION

An autopsy was performed on September 22, by the Alaska State Medical Examiner's Office, 5700 East Tudor Road, Anchorage, Alaska. The autopsy report indicated there was no evidence of significant natural disease. The cause of death was listed as multiple blunt impact injuries associated with an airplane accident.

Toxicological samples were sent to the FAA's Civil Aero Medical Institute for testing. The test results were negative for alcohol and basic drugs.

#### ADDITIONAL INFORMATION

No NTSB supplemental report forms were completed for this accident report.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	25, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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>	06/01/2000
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	03/20/2000
<b>Flight Time:</b>	1788 hours (Total, all aircraft), 900 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N42472
<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>	207-00148
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	INLAND HOLDINGS, INC.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	INLAND HOLDINGS, INC.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	INLAND AVIATION SERVICES	<b>Operator Designator Code:</b>	B7TA

## Meteorological Information and Flight Plan

Conditions at Accident Site:		Condition of Light:	Not Reported
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	Overcast / 500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	47 MILE CREEK, AK	Type of Flight Plan Filed:	None
Destination:	Aniak, AK (ANI)	Type of Clearance:	None
Departure Time:	0610 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	FORTY SEVEN MILE CREEK	Runway Surface Type:	Dirt
Airport Elevation:	1040 ft	Runway Surface Condition:	Unknown
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	61.040278, -157.173056

## Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS	Report Date:	06/03/2002
Additional Participating Persons:	MAURICE HENDRICKSON; FAA- Anchorage FSDO; 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 <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> .		

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](#).