



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KENAI, AK	<b>Accident Number:</b>	ANC95FAMS1
<b>Date &amp; Time:</b>	12/03/1994, 0730 AST	<b>Registration:</b>	N5282U
<b>Aircraft:</b>	CESSNA 206	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

VISUAL METEOROLOGICAL CONDITIONS EXISTED AT THE DEPARTURE AIRPORT AND THE DESTINATION. THE WEATHER REPORTS INDICATED THAT CONDITION WERE LOWER TO THE SOUTHEAST OF THE DEPARTURE AIRPORT. THE DESTINATION AIRPORT WAS SOUTHEAST. THE AIRPLANE DEPARTED KENAI CARRYING MAIL/CARGO. THE ANCHORAGE AIR ROUTE TRAFFIC CONTROL CENTER PLOTTED A PRIMARY TARGET THAT TRAVELED SOUTHWARD ALONG THE WEST COAST OF THE KENAI PENINSULA. THE PRIMARY TARGET DISAPPEARED APPROXIMATELY 1 TO 2 MILES OFFSHORE OVER COOK INLET AT ANCHOR POINT ABEAM HAPPY VALLEY. NO WRECKAGE HAS BEEN RECOVERED.

## Probable Cause

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

## Findings

Occurrence #1: MISSING AIRCRAFT  
Phase of Operation: UNKNOWN

### Findings

- (C) REASON FOR OCCURRENCE UNDETERMINED

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	32
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	6638 hours (Total, all aircraft), 2865 hours (Total, this make and model), 5606 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N5282U
<b>Model/Series:</b>	206 206	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	SOUTH CENTRAL AIR	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-520-F
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	HOM, 78 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 4500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	12 knots / , 160°
<b>Temperature:</b>	3°C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	, AK (ENA)	<b>Destination:</b>	HOMER, AK (HOM)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	Unknown
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	Unknown
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	GEORGE KOBELNYK	<b>Adopted Date:</b>	08/23/1995
<b>Investigation Docket:</b>	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.