



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	SKWENTNA, AK	<b>Accident Number:</b>	ANC95LA158
<b>Date &amp; Time:</b>	09/01/1995, 1200 AKD	<b>Registration:</b>	N30GA
<b>Aircraft:</b>	Short Brothers SC-7	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Analysis

THE PILOT HAD DEPARTED A REMOTE AIRSTRIP ON THE RETURN PORTION OF A CARGO FLIGHT. AN INSTRUMENT FLIGHT PLAN WAS ON FILE WITH THE ARTCC. AFTER DEPARTURE, THE PILOT ATTEMPTED TO CONTACT ARTCC TO OPEN HIS FLIGHT PLAN BUT COMMUNICATIONS WERE NOT ESTABLISHED. THE AIRPLANE STRUCK MOUNTAINOUS TERRAIN ABOUT 6 MILES SOUTH OF THE DEPARTURE AIRPORT. RADAR DATA SHOWED THAT AFTER DEPARTURE, THE AIRPLANE CLIMBED WESTBOUND AND THEN TURNED SOUTHBOUND TOWARD HIGHER TERRAIN. IT CIRCLED SOUTHWEST OF THE AIRPORT AND TURNED EASTBOUND WHILE CLIMBING TO 5,300 FT MSL. THE AIRPLANE THEN TURNED SOUTHBOUND AGAIN TOWARD THE ACCIDENT SITE. THE LAST RECORDED RADAR DATA WAS AT 5,200 FT MSL. THE AIRPLANE STRUCK A RIDGELINE ABOUT 4,800 FT MSL. AIRMETS WERE IN EFFECT FOR IFR CONDITIONS, LOW CEILINGS, MOUNTAIN OBSCURATIONS, RAIN, FOG, AND ICING IN CLOUDS AND IN PRECIPITATION. A WITNESS REPORTED THAT WHEN THE AIRPLANE ARRIVED AT THE AIRPORT, THE AIRFRAME HAD A COATING OF ICE. WHEN THE AIRPLANE DEPARTED, SNOW WAS FALLING AT THE AIRPORT.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S CONTINUED VFR FLIGHT INTO INSTRUMENT METEOROLOGICAL CONDITIONS. THE WEATHER WAS A FACTOR.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) WEATHER CONDITION - ICING CONDITIONS
3. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	42
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	11389 hours (Total, all aircraft), 2200 hours (Total, this make and model), 11081 hours (Pilot In Command, all aircraft), 178 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Short Brothers	<b>Registration:</b>	N30GA
<b>Model/Series:</b>	SC-7 SC-7	<b>Engines:</b>	2 Turbo Prop
<b>Operator:</b>	NORTH STAR AIR CARGO INC.	<b>Engine Manufacturer:</b>	GARRETT
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	TPE331-2-201A
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Positioning		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	Z42, 1052 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Overcast / 1800 ft agl	<b>Wind Speed/Gusts, Direction:</b>	7 knots / , 270°
<b>Temperature:</b>	9° C	<b>Visibility</b>	12 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	FAREWELL, AK (FWL)	<b>Destination:</b>	ANCHORAGE, AK (MRI)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SCOTT R ERICKSON	<b>Adopted Date:</b>	03/06/1996
<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:pubin@ntsb.gov">pubin@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.