



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	TOKSOOK BAY, AK	<b>Accident Number:</b>	ANC96LA012
<b>Date &amp; Time:</b>	11/03/1995, 1647 AST	<b>Registration:</b>	N88BC
<b>Aircraft:</b>	CESSNA 207	<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

## Analysis

The certificated commercial pilot and six passengers were departing a remote airstrip on a scheduled commuter flight. Snow showers were present in the area. The pilot loaded the passengers and waited on the ground for conditions to improve. Prior to departure, the pilot removed snow from the windshield and the leading edge of the wing. After a ground time of about 40 minutes, the pilot began a takeoff on a runway that sloped uphill about 2 percent. The airplane did not become airborne until the pilot added full flaps. The airplane lifted off but could not climb out of ground effect. A small hill was ahead of the pilot and she began to retract the flaps. The airplane collided with rising terrain about 1/4 mile north of the departure end of the runway. A pilot/witness indicated that after the accident, he walked to the accident site and observed snow on the upper surface of the wings.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate planning/decision, improper use of the flaps, and inadequate removal of snow/frost from the wings of the airplane. An upsloping runway and snow conditions were factors in the accident.

## Findings

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

### Findings

1. (F) TERRAIN CONDITION - UPHILL
2. (C) PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. (C) FLAPS - IMPROPER USE OF - PILOT IN COMMAND
4. (F) WEATHER CONDITION - SNOW
5. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	27
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	1732 hours (Total, all aircraft), 43 hours (Total, this make and model), 1593 hours (Pilot In Command, all aircraft), 119 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N88BC
<b>Model/Series:</b>	207 207	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	MARK AIR EXPRESS	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-520
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Broken / 1500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	Calm / ,
<b>Temperature:</b>		<b>Visibility</b>	20 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(OOK)	<b>Destination:</b>	BETHEL, AK (BET)

## Airport Information

<b>Airport:</b>	TOKSOOK BAY (OOK)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Snow--compacted
<b>Runway Length/Width:</b>	1800 ft / 55 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	6 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): SCOTT R ERICKSON      Adopted Date: 04/18/1996

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](mailto: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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