



# National Transportation Safety Board Aviation Accident Data Summary

---

<b>Location:</b>	DILLINGHAM, AK	<b>Accident Number:</b>	ANC98LA138
<b>Date &amp; Time:</b>	09/02/1998, 1002 AKD	<b>Registration:</b>	N139F
<b>Aircraft:</b>	Grumman G-44	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

---

## Analysis

The commercial pilot departed under special VFR conditions on a CFR part 135 flight for a remote lake. During the flight, low clouds, rain, and fog were present in an area of mountainous terrain along the route of flight. The pilot stated that he intended to utilize a narrow mountain pass to transit the area, and as he entered the mountain pass, discovered that the ceiling and visibility would not allow safe passage. He said that he made an emergency 180 degree turn in an attempt to exit the pass, and subsequently collided with terrain. After initial impact, the airplane slid downhill about 100 feet, and came to rest on a 35 degree slope. The pilot stated that weather conditions at the time of the accident consisted of: Ceiling, 500 foot overcast; visibility, 2 miles with rain and fog; wind 360 degrees, at 8 knots. The pilot noted that there were no preaccident anomalies with the airplane.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain clearance with terrain. Contributing factors were the pilot's delayed remedial action (course reversal), low ceilings, rain, fog, and mountainous terrain.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (F) REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - FOG
4. (C) CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - RAIN
6. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	40
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	7800 hours (Total, all aircraft), 750 hours (Total, this make and model), 7600 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Grumman	<b>Registration:</b>	N139F
<b>Model/Series:</b>	G-44 G-44	<b>Engines:</b>	2 Reciprocating
<b>Operator:</b>	FRESH WATER ADVENTURES	<b>Engine Manufacturer:</b>	Continental
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-470-D
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAD, 86 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Broken / 500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	6 knots / , 330°
<b>Temperature:</b>	8° C	<b>Visibility</b>	3 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	, AK (DLG)	<b>Destination:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<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>	CLINTON O JOHNSON	<b>Adopted Date:</b>	03/30/2000
<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.