



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANCHORAGE, AK	<b>Accident Number:</b>	ANC90LA163
<b>Date &amp; Time:</b>	09/01/1990, 1745 AKD	<b>Registration:</b>	N17008
<b>Aircraft:</b>	CESSNA 150-L	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None

**Flight Conducted Under:** Part 91: General Aviation - Personal

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## Analysis

THE PILOT STATED THAT HE WAS FLYING PARALLEL TO A RIDGE LINE WHEN HE ENCOUNTERED A SEVERE DOWNDRAFT. THE AIRPLANE THEN CRASHED ON THE RIDGE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-INN-COMMAND'S FAILURE TO MAINTAIN FLYING SPEED. CONTRIBUTING TO THE ACCIDENT WAS IMPROPER ALTITUDE.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (C) TERRAIN CONDITION - HIGH TERRAIN
2. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - HIGH WIND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	29, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<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>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	07/01/1990
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	545 hours (Total, all aircraft), 53 hours (Total, this make and model), 496 hours (Pilot In Command, all aircraft), 284 hours (Last 90 days, all aircraft), 149 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N17008
<b>Model/Series:</b>	150-L 150-L	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	15073577
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	08/29/1990, 100 Hour	<b>Certified Max Gross Wt.:</b>	1600 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7063 Hours	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	O-200A
<b>Registered Owner:</b>	H & H AIR SERVICE	<b>Rated Power:</b>	100 hp
<b>Operator:</b>	H & H AIR SERVICE	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 7500 ft agl	Visibility	40 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 5° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	1700 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	09/15/1992
Additional Participating Persons:			
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:pubinquiry@ntsb.gov">pubinquiry@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](#).