



National Transportation Safety Board Aviation Accident Final Report

Location:	KING SALMON, AK	Accident Number:	ANC90LA001
Date & Time:	10/01/1989, 1747 AKD	Registration:	N9382F
Aircraft:	CESSNA 208	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIR TAXI PILOT WAS ATTEMPTING TO TRANSPORT A HUNTING PARTY FROM A SMALL LAKE WHICH HE HAD NOT LANDED ON BEFORE. HE REPORTED THAT IT WAS HIS LAST FLIGHT OF A VERY BUSY FLYING DAY, AND THAT THE HUNTERS WERE ALREADY A DAY LATE IN BEING PICKED UP DUE TO THE WEATHER. HE SAID THAT WHILE HE WAS LANDING AND LOADING HIS PASSENGERS, THE WIND SHIFTED. HE WAS UNAWARE OF THE WIND SHIFT. THE WIND WAS BLOWING OVER A SMALL HILL BESIDE THE LAKE THAT CREATED A DOWNDRAFT. ACCORDING TO THE PILOT, WHEN THE AIRPLANE BECAME AIRBORNE, THE TAKEOFF WAS DELAYED DUE TO THE WINDSHIFT AND DOWNDRAFT, AND THE AIRPLANE WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO CLEAR THE FAR SHORE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PLANNING/DECISION BY THE PILOT. CONTRIBUTING FACTORS WERE: THE SURROUNDING TERRAIN, UNFAVORABLE WIND, DOWNDRAFT, THE PILOT'S LACK OF FAMILIARITY WITH THE GEOGRAPHICAL AREA, AND HIS SELF INDUCED PRESSURE.

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - DOWNDRAFT
4. (C) PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (F) LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
6. (F) SELF-INDUCED PRESSURE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	35, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Helicopter	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	02/02/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	3020 hours (Total, all aircraft), 310 hours (Total, this make and model), 2765 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 84 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9382F
Model/Series:	208 208	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20800035
Landing Gear Type:	Float	Seats:	10
Date/Type of Last Inspection:	09/23/1989, AAIP	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	1436 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-114
Registered Owner:	MARK AIR, INC	Rated Power:	600 hp
Operator:	MARK AIR EXPRESS	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HERA

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 / 6000 ft agl	Visibility	100 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	KING SALMON, AK (AKN)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES D LA BELLE	Report Date:	07/09/1990
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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).