



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KING SALMON, AK	<b>Accident Number:</b>	ANC90LA001
<b>Date &amp; Time:</b>	10/01/1989, 1747 AKD	<b>Registration:</b>	N9382F
<b>Aircraft:</b>	CESSNA 208	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	35
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Instructor Rating(s):</b>	Helicopter
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9382F
<b>Model/Series:</b>	208 208	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	MARK AIR EXPRESS	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	PT6A-114
<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>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	15 knots / 20 knots, Variable
<b>Temperature:</b>	7°C	<b>Visibility</b>	100 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	KING SALMON, AK (AKN)

## 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>	JAMES D LA BELLE	<b>Adopted Date:</b>	07/09/1990
<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> .		

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