



National Transportation Safety Board Aviation Accident Final Report

Location:	SPARREVOHN, AK	Accident Number:	ANC85LA187
Date & Time:	02/01/1985, 1500 AST	Registration:	N6554X
Aircraft:	CESSNA 210	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PRIMARY CAUSE OF THIS ACCIDENT WAS THE PILOT'S INABILITY TO SEE AND AVOID OBSTRUCTING TERRAIN. SINCE THE ACCIDENT OCCURRED IN FEBRUARY, THE MOUNTAINS WERE COVERED WITH SNOW AND ON AN OVERCAST DAY AND WITH THE REPORTED FOG, THE PILOT IN COMMAND EITHER FLEW INTO THE FOG, THE CLOUDS OR A WHITEOUT CONDITION. THE ACFT COLLIDED WITH RISING TERRAIN DURING DESCENT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: DESCENT - NORMAL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. (C) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
3. (C) VFR FLIGHT INTO IMC - IMPROPER - PILOT IN COMMAND
4. (F) METEOROLOGICAL SERVICE - INADEQUATE - NWS PERSONNEL
5. (F) WEATHER CONDITION - OBSCURATION
6. (F) METEOROLOGICAL SERVICE - INADEQUATE - OTHER GOVERNMENT PERSONNEL
7. (F) WEATHER CONDITION - WHITEOUT
8. (F) FUSELAGE - FOG

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - NORMAL

Findings

9. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Private	Age:	40, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/11/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N6554X
Model/Series:	210 210	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	57554
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	08/10/1984, Annual	Certified Max Gross Wt.:	2900 lbs
Time Since Last Inspection:	50 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2178 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	I0-470E
Registered Owner:	HARRY STANTON TAFF	Rated Power:	260 hp
Operator:	HARRY STANTON TAFF	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BETT, 131 ft msl	Distance from Accident Site:	125 Nautical Miles
Observation Time:	2355 AST	Direction from Accident Site:	235°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Visibility	40 Miles
Lowest Ceiling:	Broken / 9000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4° C / 0° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	VFR
Destination:	BETHEL, AK (BET)	Type of Clearance:	None
Departure Time:	1350 AST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	
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/ .		

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](#).