



National Transportation Safety Board Aviation Accident Final Report

Location:	DILLINGHAM, AK	Accident Number:	ANC85LA049
Date & Time:	03/02/1985, 0925 AST	Registration:	N1715U
Aircraft:	CESSNA 207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE PLT WAS ATTEMPTING A 180 DEG TURN TO REVERSE DIRECTION AWAY FROM LOWERING CLOUDS AND SNOW SHOWERS WHEN THE RIGHT WING DUG INTO THE SNOW COVERED TERRAIN. THE PLT STATED A VIRTUAL 'WHITE OUT' CONDITION EXISTED AT THE TIME.

Probable Cause and Findings

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

Findings

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

Findings

1. (F) WEATHER CONDITION - SNOW
2. (F) WEATHER CONDITION - WHITEOUT
3. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
4. (C) PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/07/1985
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4400 hours (Total, all aircraft), 3500 hours (Total, this make and model), 4400 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1715U
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700315
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	MANOKOTAK AIRWAYS, INC.	Rated Power:	300 hp
Operator:	MANOKOTAK AIRWAYS, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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:	Partial Obscuration / 1000 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 1000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-6° C / -8° C
Precipitation and Obscuration:			
Departure Point:	DILLINGHAM, AK (DLG)	Type of Flight Plan Filed:	Company VFR
Destination:	MANOKOTAK, AK (17Z)	Type of Clearance:	None
Departure Time:	1016 AST	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	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 pubinq@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](#).