



National Transportation Safety Board Aviation Accident Final Report

Location:	MELOZI HOT SPGS, AK	Accident Number:	ANC83FA042
Date & Time:	02/01/1983, 1636 AST	Registration:	N8639V
Aircraft:	BELLANCA 8GCBC	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	3 Fatal

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

ACFT DEPTD A PRIVATE AIRSTRIP WITH NO FLT PLAN AND WAS LATER REPORTED OVERDUE. ACFT WRECKAGE WAS FOUND ON SEPT. 27, 1984. DEBRIS WAS SCATTERED NEAR THE BOTTOM OF A 1000 FT BOX CANYON CLIFF. THE MAIN FUSELAGE WAS FOUND IN A LAKE AT THE BOTTOM OF THE CANYON. TANANA FSS REPORTED MODERATE TO SEVERE TURBULANCE IN THE AREA WHEN THE ACCIDENT OCCURRED. A PAX WHO FLEW INTO MELOZI WITH THE PLT THEN DEPLANED STATED THE PLT DID NOT SEEM VERY FAMILIAR WITH THE AREA. THE ELEVATION OF THE LAKE WAS 2700 FT. THE CLIFFS/PEAKS SURROUNDING THE LAKE REACHED ABOUT 3700 FT.

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: UNKNOWN

Findings

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

Factual Information

Pilot Information

Certificate:	Private	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	600 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BELLANCA	Registration:	N8639V
Model/Series:	8GCBC 8GCBC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	160-75
Landing Gear Type:	Ski	Seats:	3
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:		Engine Model/Series:	O-360-C2E
Registered Owner:	THOMAS E. MCDOWELL	Rated Power:	180 hp
Operator:	WILLIAM ROBIDEAU	Operating Certificate(s) Held:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	ABC, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 4000 ft agl	Visibility	0 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C
Precipitation and Obscuration:			
Departure Point:	MELOZI, AK (12AK)	Type of Flight Plan Filed:	None
Destination:	FAIRBANKS, AK (MTF)	Type of Clearance:	None
Departure Time:	0011	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 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](#).