



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Chickaloon, AK	<b>Accident Number:</b>	ANC03FA106
<b>Date &amp; Time:</b>	09/02/2003, 1000 AKD	<b>Registration:</b>	N72598
<b>Aircraft:</b>	Cessna T206H	<b>Injuries:</b>	3 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

At 0645, the private certificated pilot obtained a weather briefing from an FAA automated flight service station and filed a VFR flight plan for a 4.5 hour flight over terrain that went from sea level to mountainous, with a transition eastbound through a mountain pass. The weather briefing included isolated areas of low visibility, and forecast the mountain pass as VFR in rain showers. The pass, elevation about 3,000 feet msl, is located about 10 miles northeast of the accident site, and about 7 miles north-northeast of the closest weather observation station. The briefing did not include weather observations from either side of the pass, nor any pilot reports for the area, because the first observations near the pass for the day had not been received by the FAA when the pilot concluded his briefing at 0655. The first weather observation near the pass was posted to the FAA by a weather observer at 0659. The observation included a visibility of 1/2 statute mile in mist, an indefinite ceiling with a vertical visibility of 300 feet, and contained a remarks section that estimated the pass was closed. The pilot departed on the flight at 0752. The pilot did not request any further weather information from the FAA during the flight. At 1005, near the time of the crash, the weather observation station reported the visibility as 1 statute mile, an indefinite ceiling with a vertical visibility of 300 feet, and estimated the pass was closed. The flight did not arrive at its destination and was reported overdue at 1522. A relative of the pilot located the burning wreckage about 2100 on the side of a mountain at an elevation of about 3,700 feet msl. The accident site was about 4 miles west of the weather observation station. The airplane was consumed by a postcrash fire. A postaccident examination of the airplane revealed that it collided upright with the terrain in about a 40 degree left bank. Examination of the wreckage did not disclose any preimpact mechanical malfunction.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued VFR flight into instrument meteorological conditions, and subsequent collision with mountainous terrain while maneuvering. Factors contributing to the accident were weather conditions consisting of clouds/mist and low ceilings, and the pilot's failure to obtain in-flight weather advisories before entering mountainous terrain.

## Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation: CRUISE

### Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

#### 4. (F) IN-FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

#### Findings

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

### Pilot Information

Certificate:	Private	Age:	66
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:			

### Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N72598
Model/Series:	T206H	Engines:	1 Reciprocating
Operator:	GLYN A. BINDON	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	TIO-540-AJ1A
Flight Conducted Under:	Part 91: General Aviation - Personal		

### Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PASP, 2799 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Indefinite (V V) / 300 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 195°
Temperature:	7°C	Visibility	1 Miles
Precipitation and Obscuration:			
Departure Point:	HOMER, AK (PAHO)	Destination:	WHITEHORSE (CYXY)

### Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	61.817222, -147.634444		

## Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON

Adopted Date: 03/30/2004

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](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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