



Aviation Investigation Final Report

Location:	PORT ALSWORTH, Alaska	Accident Number:	ANC96LA135
Date & Time:	September 2, 1996, 15:30 Local	Registration:	N733KD
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot stated the passenger talked him into flying up a canyon, which appeared to be a pass at the time they entered. Once inside the canyon, the pilot realized there was insufficient room to complete a 180 degree turn. He applied full power and attempted to climb straight ahead. After reaching about 2,800 feet above sea level, the airplane's floats struck the ground. The airplane slide approximately 15 feet, then nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper in-flight planning/decision, which resulted in intering a box canyon with insufficient altitude to either execute a turn to safety or outclimb rising terrain. A factor associated with the accident was: the pilot allowed the passenger to influence him to enter the canyon.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: CLIMB

Findings

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - BLIND/BOX CANYON
3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. (F) PRESSURE INDUCED BY OTHERS - PASSENGER

5. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: NOSE OVER
Phase of Operation: OTHER

Factual Information

On September 2, 1996, at 1530 Alaska daylight time, a wheel equipped Cessna 206 airplane, N733KD, registered to and operated by Lake Clark Air, Inc., collided with terrain and nosed over after entering and maneuvering in a narrow canyon. The air taxi flight, operating under 14 CFR Part 135, departed Port Alsworth, Alaska, and the destination was Lake Tazimina near Port Alsworth. A company visual flight rules flight plan was in effect and visual meteorological conditions prevailed. The airline transport certificated pilot and the passenger were not injured. The airplane received substantial damage.

According to the pilot, he allowed the passenger to talk him into flying up the narrow canyon which appeared to be a pass at the time he entered. After entering the canyon he realized he would be unable to make a 180 degree turn and he applied maximum power. The terrain was rising steeply and he was attempting to reach the top of the pass. The airplane contacted the ground at the 2,800 foot level of the pass. The pilot stated the pass was 3,000 feet high. After the airplane's floats hit the ground, the airplane slid approximately 15 feet. The nose of the floats dug into the dirt and the airplane nosed over.

Pilot Information

Certificate:	Airline transport	Age:	55,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 15, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	12054 hours (Total, all aircraft), 14 hours (Total, this make and model), 8431 hours (Pilot In Command, all aircraft), 382 hours (Last 90 days, all aircraft), 155 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N733KD
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	04772
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	August 13, 1996 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	73 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7745 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	GLEN R. ALSWORTH	Rated Power:	300 Horsepower
Operator:	LAKE CLARK AIR	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	THE FARM	Operator Designator Code:	HXXC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/ None	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	LAKE TAZIMINA	Type of Clearance:	None
Departure Time:	15:17 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.199516,-154.279754(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons: TERRY BATEMAN; ANCHORAGE , AK

Original Publish Date: December 15, 1997

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=2890>

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