



Aviation Investigation Final Report

Location:	ANAKTUVUK PASS, Alaska	Accident Number:	ANC99LA118
Date & Time:	August 22, 1999, 13:30 Local	Registration:	N5446X
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private certificated pilot departed from a remote lake, elevation 2,500 feet msl, after a week of hunting and camping. After departure, the pilot proceeded south along a river drainage. The pilot said a light rain was falling at the time, and he was orienting his position by pilotage, using a sectional map, and a topographic map. He said he became disoriented to his exact position, and turned into a small valley that was about five miles north of where he thought he was. The terrain was rising and he began climbing through 4,300 feet msl. Rain began to fall harder and the valley became too narrow to turn around. Clouds began to close around the airplane as he climbed to 5,300 feet msl. The terrain continued to rise, and the pilot noticed his airspeed was decreasing until the stall horn sounded. The airplane collided with rising, open terrain, and the floats were sheared off the airframe. The airplane received damage to the wings, propeller, and fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued flight into adverse weather conditions after becoming lost/disoriented. Factors in the accident were rising terrain, a blind/box canyon, and weather conditions consisting of clouds, rain, and fog.

Findings

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

Findings

1. (F) WEATHER CONDITION - CLOUDS
2. (C) BECAME LOST/DISORIENTED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - RAIN
4. (F) WEATHER CONDITION - FOG
5. (C) FLIGHT INTO ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: CLIMB

Findings

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. (F) TERRAIN CONDITION - RISING
8. (F) TERRAIN CONDITION - BLIND/BOX CANYON

Factual Information

On August 22, 1999, about 1330 Alaska daylight time, a float equipped Cessna 206 airplane, N5446X, sustained substantial damage during an in-flight collision with terrain, about 39 miles east of Anaktuvuk Pass, Alaska, at latitude 68 degrees, 02.529 minutes north, and longitude 150 degrees, 01.672 minutes west. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Instrument meteorological conditions prevailed in the area of the accident. A VFR, round-robin flight plan was filed. The flight originated from a remote lake about 1315.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 23, 1999, the pilot reported he and his son were hunting and camping at a small lake about 25 miles southwest of Galbraith Lakes, Alaska, for a week before the accident flight. He said he departed the lake, elevation 2,500 feet msl, and began flying south along the Itkillik River. He indicated a light rain was falling at the time, and he was orienting his position by pilotage, using a sectional map, and a topographic map. He said he became disoriented to his exact position, and turned into a small valley that was about five miles north of where he thought he was. The terrain was rising, and he initiated a climb through 4,300 feet msl. Rain began to fall harder and the valley became too narrow to turn around. He said clouds began to close around the airplane as he climbed to 5,300 feet msl. The terrain continued to rise, and he noticed his airspeed was decreasing until the stall horn sounded. Shortly thereafter, he said the airplane collided with rising, open terrain, the floats were sheared off the airframe, and the wings, propeller, and fuselage were damaged.

The emergency locator transmitter (ELT) activated, and personnel from the Gates of the Arctic National Park, Bettles, Alaska, began a search. They located the airplane, but the pilot and passenger had begun to hike out of the area. The pilot and passenger were located later in the day.

Pilot Information

Certificate:	Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
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:	June 1, 1999
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1608 hours (Total, all aircraft), 837 hours (Total, this make and model), 1592 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5446X
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20605762
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	July 25, 1999 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	826 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	DENNIS J. KELLY	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	0.5 miles
Lowest Ceiling:	Overcast / 5900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	GALBRAITH LAKE , AK	Type of Flight Plan Filed:	VFR
Destination:	BETTLES , AK (PABT)	Type of Clearance:	None
Departure Time:	13:15 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:	None

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:	68.150039,-151.710205(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	STEVE KETZER (FAA); FAIRBANKS , AK
Original Publish Date:	December 4, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47164

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).