



Aviation Investigation Final Report

Location:	NAKNEK, Alaska	Accident Number:	ANC88LA081
Date & Time:	July 2, 1988, 23:25 Local	Registration:	N5045U
Aircraft:	CESSNA 206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT WAS HAULING FISH FROM REMOTE BEACH SITES IN ALASKA TO A NEARBY GRAVEL AIRSTRIP. WITNESSES REPORTED SEEING THE AIRPLANE MAKE TWO APPROACHES TO THE FIELD IN WEATHER ESTIMATED AS VISIBILITY 1/2 MILE IN FOG, AND A CEILING OF 100-200 FEET. AFTER THE TWO LANDING ATTEMPTS, THE AIRPLANE DEPARTED AT LOW ALTITUDE AND COLLIDED WITH A LIGHTED RADIO TOWER APPROXIMATELY 164' ABOVE THE GROUND. THE TOWER WAS LOCATED ABOUT ONE MILE NORTH-EAST OF THE AIRSTRIP.

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 OBJECT
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - LOW CEILING
2. (C) ALTITUDE - IMPROPER - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. (F) WEATHER CONDITION - FOG
5. (C) VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
6. OBJECT - ELECTRICAL TOWER(MARKED)

7. (F) LIGHT CONDITION - DUSK

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	65, Male
Airplane Rating(s):	None	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	September 19, 1985
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	9500 hours (Total, all aircraft), 9350 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5045U
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2060045
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 28, 1988 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	214 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1870 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A
Registered Owner:	KELLEY, ALBERT L	Rated Power:	285 Horsepower
Operator:	ALBERT L. KELLEY	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:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	
Lowest Ceiling:	100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	9°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	NAKNEK , AK (5NK)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	23:15 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 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	58.800567,-156.900588(est)

Administrative Information

Investigator In Charge (IIC): La belle, James

Additional Participating Persons:

Original Publish Date: June 7, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5024>

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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](#).