



Aviation Investigation Final Report

Location:	RAINY PASS, Alaska	Accident Number:	ANC88LA117
Date & Time:	August 24, 1988, 17:00 Local	Registration:	N95165
Aircraft:	TAYLORCRAFT BC12-D	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PLT ATTEMPTED TO FLY THRU RAINY PASS, AK, BUT SAID HE FLEW UP THE WRONG VALLEY. AS HE CONTD, THE ACFT GOT INTO A SITUATION WHERE THE PLT WAS UNABLE TO TURN AROUND OR OUTCLIMB RISING TERRAIN. SUBSEQUENTLY, THE ACFT CRASH LANDED ON THE MOUNTAIN SIDE AT AN ELEVATION OF ABOUT 4200'.

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: CLIMB

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. (F) TERRAIN CONDITION - BLIND/BOX CANYON
4. (F) TERRAIN CONDITION - RISING
5. (F) WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND
7. PROPER CLIMB RATE - NOT POSSIBLE

Factual Information

Pilot Information

Certificate:	Private	Age:	43, Male
Airplane Rating(s):	Single-engine land	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:	September 18, 1987
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	146 hours (Total, all aircraft), 137 hours (Total, this make and model), 106 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TAYLORCRAFT	Registration:	N95165
Model/Series:	BC12-D BC12-D	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	9565
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 8, 1987 Annual	Certified Max Gross Wt.:	1200 lbs
Time Since Last Inspection:	103 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2062 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	A-65
Registered Owner:	ROGER A CLOUD	Rated Power:	65 Horsepower
Operator:	CLOUD, ROGER A.	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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:	Scattered / 5000 ft AGL	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CHUGIAK , AK (Z15)	Type of Flight Plan Filed:	None
Destination:	HARTMAN RIVER , AK	Type of Clearance:	None
Departure Time:	15:45 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date: July 3, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=5058>

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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](#).