



# Aviation Investigation Final Report

<b>Location:</b>	KALSKAG, Alaska	<b>Accident Number:</b>	ANC89LA038
<b>Date &amp; Time:</b>	January 23, 1989, 19:00 Local	<b>Registration:</b>	N1749U
<b>Aircraft:</b>	CESSNA 207	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRPLANE WHICH COLLIDED WITH A SNOWBERM AFTER LANDING WITH INOPERATIVE LANDING AND TAXI LIGHTS ON A DARK NIGHT. THE AIRPLANE TOUCHED DOWN ABOUT 20 FEET LEFT OF THE CENTER OF THE RUNWAY, WITH THE LEFT MAIN WHEEL 2-3 FEET FROM A 2-3 FOOT DEEP SNOWBERM ALONG THE LEFT SIDE OF THE RUNWAY.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT FAILED TO PROPERLY ALIGN THE AIRPLANE ON THE RUNWAY FOR LANDING, THEN FAILED TO MAINTAIN DIRECTIONAL CONTROL AFTER LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE PILOTS OPERATION OF THE AIRPLANE WITH AN INOPERATIVE LANDING LIGHT AND THE DARK NIGHT CONDITIONS.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (F) LANDING LIGHT(S) - INOPERATIVE
2. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - BERM
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

- 5. (F) OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
- 6. (F) LIGHT CONDITION - DARK NIGHT

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 1, 1988
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	12490 hours (Total, all aircraft), 4450 hours (Total, this make and model), 11700 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N1749U
<b>Model/Series:</b>	207 207	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20700349
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	January 4, 1989 100 hour	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>	50 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	9486 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	BUSH AIR, INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	BAIC

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	20 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	140°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	BETHEL , AK (Z59)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	KALSKAG , AK (KLG)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:25 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	KALSKAG KLG	<b>Runway Surface Type:</b>	Gravel;Ice;Snow
<b>Airport Elevation:</b>	49 ft msl	<b>Runway Surface Condition:</b>	Dry;Snow
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3200 ft / 50 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	4 None	<b>Latitude, Longitude:</b>	61.609371,-160.199462(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daw, Roy
<b>Additional Participating Persons:</b>	DAN PERRY; ANCHORAGE , AK BETTY ROGERS; ANCHORAGE , AK
<b>Original Publish Date:</b>	September 28, 1990
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=5163">https://data.ntsb.gov/Docket?ProjectID=5163</a>

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