



Aviation Investigation Final Report

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|--------------------------------|---|-------------------------|-----------------|
| Location: | KIVALINA, Alaska | Accident Number: | ANC91LA027 |
| Date & Time: | February 10, 1991, 13:20 Local | Registration: | N9651M |
| Aircraft: | CESSNA 207 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Minor, 1 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Scheduled | | |

Analysis

THE PILOT STATED THAT HE WAS AT 700 MSL WHEN HE ENCOUNTERED A COMPLETE WHITEOUT CONDITION. AT THE TIME OF THE WHITEOUT CONDITION, HE BELIEVED HE WAS WEST OVER THE OCEAN. A FEW MINUTES LATER, THE AIRCRAFT STRUCK THE MOUNTAIN RIDGE AT THE 700 FOOT LEVEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE IN NOT IDENTIFYING THE WEATHER CONDITIONS ALONG THE ROUTE. CONTRIBUTING TO THE ACCIDENT WAS IMPROPER IN FLIGHT PLANNING AND DECISION BY THE PIC AND THE WHITEOUT CONDITIONS.

Findings

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

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. (F) WEATHER CONDITION - WHITEOUT
4. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|-----------------|
| Certificate: | Airline transport; Flight instructor | Age: | 38,Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | October 5, 1991 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 2811 hours (Total, all aircraft), 80 hours (Total, this make and model), 2633 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|----------------------------|
| Aircraft Make: | CESSNA | Registration: | N9651M |
| Model/Series: | 207 207 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 207A00715 |
| Landing Gear Type: | Tricycle | Seats: | 7 |
| Date/Type of Last Inspection: | February 2, 1991 AAIP | Certified Max Gross Wt.: | 3800 lbs |
| Time Since Last Inspection: | 10 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 5084 Hrs | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | IO-520-F |
| Registered Owner: | | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | Commuter air carrier (135) |
| Operator Does Business As: | BAKER AVIATION, INC. | Operator Designator Code: | 8B |

Meteorological Information and Flight Plan

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|---|----------------------|---|-------------|
| 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 | |
| Lowest Ceiling: | 500 ft AGL | Visibility (RVR): | |
| Wind Speed/Gusts: | 15 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 90° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | -7°C / -8°C |
| Precipitation and Obscuration: | N/A - Blowing - Snow | | |
| Departure Point: | | Type of Flight Plan Filed: | VFR |
| Destination: | KOTZEBUE (OTZ) | Type of Clearance: | None |
| Departure Time: | 12:55 Local | Type of Airspace: | Class G |

Airport Information

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|----------------------|---|---------------------------|------|
| 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

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|---------------------|-----------------|----------------------|----------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor, 1 None | Latitude, Longitude: | 67.730567,-164.549682(est) |

Administrative Information

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| Investigator In Charge (IIC): | Michelangelo, James |
| Additional Participating Persons: | AL CROOK; FAIRBANKS , AK |
| Original Publish Date: | March 24, 1993 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=5519 |

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