



Aviation Investigation Final Report

Location:	ATIGAN PASS, Alaska	Accident Number:	ANC91LA034
Date & Time:	March 11, 1991, 13:15 Local	Registration:	N77316
Aircraft:	CESSNA 120	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT STATED THAT JUST BEFORE REACHING A 4,700 FOOT MOUNTAIN PASS, HE ENCOUNTERED RAPIDLY DETERIORATING FLIGHT VISIBILITY AND WHITEOUT CONDITIONS DUE TO SNOW-COVERED TERRAIN AND FALLING SNOW. HE LOST SIGHT OF THE GROUND AND WAS UNABLE TO TURN THE AIRPLANE AROUND. HE BEGAN A SLOW DESCENT AND CRASH LANDED ON THE SNOW-COVERED MOUNTAIN INSIDE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT CONTINUED TO FLY VFR INTO IFR CONDITIONS. RELATED TO THE ACCIDENT WERE: LOW CEILINGS, WHITEOUT CONDITIONS, AND THE MOUNTAINOUS TERRAIN.

Findings

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

Findings

1. (F) WEATHER CONDITION - LOW CEILING
 2. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 3. (F) WEATHER CONDITION - WHITEOUT
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT

Findings

4. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	January 10, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	2080 hours (Total, all aircraft), 70 hours (Total, this make and model), 1900 hours (Pilot In Command, all aircraft), 69 hours (Last 90 days, all aircraft), 47 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N77316
Model/Series:	120 120	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	11758
Landing Gear Type:	Ski	Seats:	2
Date/Type of Last Inspection:	July 7, 1990 Annual	Certified Max Gross Wt.:	1450 lbs
Time Since Last Inspection:	40 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	2742 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	C-85-12
Registered Owner:	ROSS W. MILLER	Rated Power:	85 Horsepower
Operator:	JOHN R. DERUYTER	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:	1000 ft AGL	Visibility	4 miles
Lowest Ceiling:	Overcast / 6000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-32°C / -18°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	TULIK , AK (NONE)	Type of Flight Plan Filed:	None
Destination:	NORTH POLE , AK (NONE)	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	70.429801,-149.289566(est)

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	STEVE LINDSEY; FAIRBANKS , AK
Original Publish Date:	May 5, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5525

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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](#).