



Aviation Investigation Final Report

Location:	Manokotak, Alaska	Accident Number:	ANC07CA019
Date & Time:	February 8, 2007, 18:10 Local	Registration:	N3889X
Aircraft:	Aero Commander 100	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot was conducting a Title 14, CFR Part 91 personal flight between two remote communities with one passenger. The pilot said that as the flight arrived in an area of a 650-foot elevation mountain pass, weather conditions consisted of low ceilings, fog, and light snow showers, which made it difficult to discern topographical features on the snow-covered terrain. The airplane entered the pass, and the pilot stated he initiated a climb to 700 feet msl in order to fly over the summit of the pass. As the airplane neared the saddle of the pass, weather conditions worsened, and he said he lost all visual reference with the terrain below. He reported that he thought he was through the pass, and had started a gradual descent, when he caught a quick glimpse of terrain and attempted to climb. The airplane subsequently collided with the snow-covered saddle of the pass, nosed over, and slid down the back side of the pass. The airplane continued to slide for about 1,200 feet, and came to rest in the valley floor below. Neither the pilot nor the passenger reported any injuries. The pilot reported that there were no preaccident mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's continued VFR cruise flight into instrument meteorological conditions, which resulted in an in-flight collision with terrain. Factors associated with the accident were fog, low ceilings, snow showers, and snow-covered terrain.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - FOG
 2. (F) WEATHER CONDITION - SNOW
 3. (F) WEATHER CONDITION - LOW CEILING
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT

Findings

4. (F) TERRAIN CONDITION - SNOW COVERED
 5. (C) VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
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Occurrence #3: NOSE OVER

Phase of Operation: DESCENT

Findings

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

Factual Information

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Pilot Information

Certificate:	Private	Age:	69, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 1, 2006
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 1, 2006
Flight Time:	5060 hours (Total, all aircraft), 24 hours (Total, this make and model), 5060 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Aero Commander	Registration:	N3889X
Model/Series:	100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	194
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	December 1, 2006 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	23 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1701 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-320
Registered Owner:	James H. Bingman	Rated Power:	150 Horsepower
Operator:		Operating Certificate(s) Held:	None

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:	650 ft AGL	Visibility	0 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2°C
Precipitation and Obscuration:	Light - Showers - Fog		
Departure Point:	TOGIAC VILLAGE, AK (TOG)	Type of Flight Plan Filed:	None
Destination:	DILLINGHAM, AK (DLG)	Type of Clearance:	None
Departure Time:	17:45 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	58.952499,-159.383331

Administrative Information

Investigator In Charge (IIC): Johnson, Clinton

Additional Participating Persons:

Original Publish Date: April 25, 2007

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=65277>

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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](#).