



Aviation Investigation Final Report

Location:	NEAR NIGHTMUTE, Alaska	Accident Number:	ANC82DA033
Date & Time:	April 9, 1982, 12:25 Local	Registration:	N9938M
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT STATED THAT DURING FLIGHT THE AIRCRAFT INADVERTENTLY DRIFTED NORTH OF HIS INTENDED FLIGHT PATH INTO AN AREA OF HIGHER TERRAIN. WHEN THE AIRCRAFT ENCOUNTERED A WHITEOUT CONDITION THE PILOT ELECTED TO TURN TO THE RIGHT TOWARD WHAT HE OBSERVED AS BETTER VISIBILITIES RATHER THAN TOWARDS LOWER TERRAIN. THE AIRCRAFT STRUCK A SNOW COVERED SLOPE IN LEVEL FLIGHT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - WHITEOUT
 2. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

3. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	December 8, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	5683 hours (Total, all aircraft), 1200 hours (Total, this make and model), 4689 hours (Pilot In Command, all aircraft), 102 hours (Last 90 days, all aircraft), 29 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9938M
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U2060588
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	981 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F9
Registered Owner:	LYNWOOD MARSHALL	Rated Power:	300 Horsepower
Operator:	WESTERN YUKON AIR	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

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:	Overcast / 1100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	20 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	30°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BETHEL , AK (BET)	Type of Flight Plan Filed:	VFR
Destination:	TANUNAK , AK (AK45)	Type of Clearance:	None
Departure Time:	11:40 Local	Type of Airspace:	

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 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	60.490501,-164.810607(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 9, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=71902>

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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](#).