



Aviation Investigation Final Report

Location:	PORT GRAHAM, Alaska	Accident Number:	ANC82DA016
Date & Time:	January 21, 1982, 11:30 Local	Registration:	N1729U
Aircraft:	CESSNA 207	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT REPORTED THAT DURING A BASE TO FINAL TURN, THE AIRCRAFT WAS BLOWN SLIGHTLY OFF THE CENTER LINE OF THE RUNWAY. ALSO, HE REPORTED ENCOUNTERING A WIND SHEAR EFFECT FROM A NEARBY BLUFF. AS THE PLANE DRIFTED TO THE RIGHT, IT COMMENCED A HIGH SINK RATE AND THE PILOT ADDED POWER. HOWEVER, THE RIGHT MAIN LANDING GEAR STRUCK A SNOWBERM AT THE EDGE OF THE RUNWAY. THE PLANE CONTINUED IN A RELATIVELY STRAIGHT LINE FOR ABOUT 75 TO 80 FT, THEN NOSED OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - WINDSHEAR
3. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 19, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	4226 hours (Total, all aircraft), 47 hours (Total, this make and model), 4112 hours (Pilot In Command, all aircraft), 99 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1729U
Model/Series:	207 207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	20700329
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5798 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520F
Registered Owner:	COOK INLET AVIATION	Rated Power:	285 Horsepower
Operator:	COOK INLET AVIATION	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:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	30 miles
Lowest Ceiling:	Overcast / 3500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	HOMER (HOM)	Type of Flight Plan Filed:	VFR
Destination:	PROVO	Type of Clearance:	None
Departure Time:	11:10 Local	Type of Airspace:	

Airport Information

Airport:	ENGLISH BAY KEB	Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Snow
Runway Used:	1	IFR Approach:	Contact
Runway Length/Width:	1800 ft / 40 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

**Additional Participating
Persons:**

Original Publish Date: January 21, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=72286>

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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](#).