		NTSB ID: ANC06LA015		Aircraft Registration Number: N212RF	
		Occurrence Date: 01/02/2006		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Seward	State AK	Zip Code 99664	Local Time 1100	Time Zone AST	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer Cessna		Model/Series 180		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 2, 2006, about 1100 Alaska standard time, a wheel-equipped Cessna 180 airplane, N212RF, sustained substantial damage when it collided with terrain during maneuvering flight, about 7 miles east of Seward, Alaska. The airplane was being operated by the pilot as a visual flight rules (VFR) personal cross-country flight under Title 14, CFR Part 91, when the accident occurred. The airline transport pilot received serious injuries, and the sole passenger received fatal injuries. Visual meteorological conditions prevailed, and no flight plan was filed. The flight departed the Quartz Creek airstrip, Cooper Landing, Alaska, about 1030.</p> <p>A U.S. Coast Guard C-130 airplane from Coast Guard Air Station Kodiak, was flying in the area of the accident, and received an emergency signal from the accident airplane's emergency locator transmitter (ELT), about 1205. The Coast Guard airplane located the accident airplane on the Godwin Glacier, and relayed its location to the Rescue Coordination Center (RCC) in Anchorage, Alaska. A helicopter from the Alaska, Air National Guard, 210th Rescue Squadron, was dispatched to the scene, but was unable to reach the site due to clouds obscuring the accident site. After aborting several attempts to reach the site due to weather on the glacier, the helicopter made it to the site about 2000.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on January 4, the Air National Guard para-rescue technician who made initial contact with the pilot, said the pilot told him he had been flying up the glacier, encountered a downdraft, and was being pushed down. He said the pilot told him he turned down slope to "escape" when the airplane contacted the glacier. The rescue technician described the accident site as a snow-covered glacial slope of 10 degrees or less, about 4,100 feet in elevation, and noted that they were able to land their helicopter on the slope. He said the airplane contacted the glacier up slope from where it had come to rest, and that the landing gear had separated from the airplane, and lay upslope from the main wreckage.</p> <p>During an interview with the NTSB IIC and an FAA Aviation Safety Inspector on January 4, the pilot said he departed Cooper Landing for a private airstrip he frequents at Cape Junken, Alaska, which is typically a 30 minute flight. He said his general routine is to fly over Seward, cross a saddle near the top of the glacier at 4,500 feet above sea level, and proceed to Cape Junken. He said he did not recall anything out of the ordinary, and said there were no problems with the airplane or its engine. He said he does not have any independent recollection of the accident.</p> <p>During a telephone conversation with the NTSB IIC on January 12, the aircraft commander of the Coast Guard C-130 airplane that located the wreckage, said they were transiting the area of the accident when they received a signal from the accident airplane's emergency locator transmitter (ELT). He said the area had an overcast cloud cover, which was underneath them. He located clear air where they could descend, and returned to the accident site underneath the overcast. He said they could see up the glacier, and that there was about 200 feet of clearance between the saddle at</p>					
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FACTUAL REPORT

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Narrative (Continued)


the top of the glacier and the cloud cover. He said as they passed over the accident site approaching the saddle, their navigation instruments indicated a 40 knot headwind, and that the mountaintops on either side of the glacier were obscured by clouds. The aircraft commander said they were able to circle in a bowl near the accident site for a short time until deteriorating weather forced them back on top of the overcast.

In a written statement to the NTSB dated January 27, the pilot wrote that while maneuvering in the mountains at 4,500 feet altitude, he encountered what he believed was severe turbulence and downdrafts.

An area weather forecast valid at the time of the accident, indicated areas of marginal VFR weather with rain and snow showers. The forecast does not indicate any turbulence. The closest automated weather reporting facility is at the Seward Airport, about 7 miles from the accident site. Observations taken during the timeframe of the accident indicate rapidly varying visibilities from 10 miles to less than 1 mile, and ceilings varying from 100 feet to 6,000 feet.

As of August 2006, the airplane was not recovered from the glacier. No pieces or parts of the accident airplane were taken or retained by the NTSB.

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC06LA015			
		Occurrence Date: 01/02/2006			
		Occurrence Type: Accident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used NA	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: None					
Aircraft Information					
Aircraft Manufacturer Cessna		Model/Series 180		Serial Number 32394	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Tailwheel					
Amateur Built Acft? No	Number of Seats: 4	Certified Max Gross Wt. 2500 LBS		Number of Engines: 1	
Engine Type: Reciprocating		Engine Manufacturer: Continental		Model/Series: O-470K	
				Rated Power: 230 HP	
- Aircraft Inspection Information					
Type of Last Inspection Annual		Date of Last Inspection 04/2005	Time Since Last Inspection Hours		Airframe Total Time 6500 Hours
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes /		ELT Operated? Yes	ELT Aided in Locating Accident Site? Yes		
Owner/Operator Information					
Registered Aircraft Owner Wayne Koecher		Street Address			
		City Cooper Landing		State AK	Zip Code 99572
Operator of Aircraft Wayne Koecher		Street Address			
		City Cooper Landing		State AK	Zip Code 99572
Operator Does Business As:			Operator Designator Code:		
- Type of U.S. Certificate(s) Held: None					
Air Carrier Operating Certificate(s):					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 91: General Aviation					
Type of Flight Operation Conducted: Personal					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC06LA015
	Occurrence Date: 01/02/2006
	Occurrence Type: Accident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 60
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Sex: M	Seat Occupied: Left	Occupational Pilot?	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: None

Instrument Rating(s): Airplane

Instructor Rating(s): Instrument Airplane

Current Biennial Flight Review? 06/2005

Medical Cert.: Class 2	Medical Cert. Status: With Waivers/Limitations	Date of Last Medical Exam: 06/2005
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	25000									
Pilot In Command(PIC)										
Instructor										
Instruction Received										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used? Yes	Shoulder Harness Used? No	Toxicology Performed? No	Second Pilot? No
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Flight Plan/Itinerary

Type of Flight Plan Filed: None

Departure Point Cooper Landing	State AK	Airport Identifier JLA	Departure Time 1045	Time Zone AST
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Destination Cape Junken	State AK	Airport Identifier	
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Type of Clearance: None

Type of Airspace:

Weather Information

Source of Wx Information:

Automated Report; Internet

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: ANC06LA015
	Occurrence Date: 01/02/2006
	Occurrence Type: Accident

Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation Ft. MSL	WOF Distance From Accident Site NM	Direction From Accident Site Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			4000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		4500 Ft. AGL	Visibility: 3	SM	Altimeter: "Hg
Temperature: -7 °C	Dew Point: °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 360	Wind Speed: 40	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV): SM				
Precip and/or Obscuration: Light - Blowing - Snow					

Accident Information		
Aircraft Damage: Substantial	Aircraft Fire: None	Aircraft Explosion: None

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot		1			1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers	1				1
- TOTAL ABOARD -	1	1			2
Other Ground					
- GRAND TOTAL -	1	1			2

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: ANC06LA015

Occurrence Date: 01/02/2006

Occurrence Type: Accident

Administrative Information

Investigator-In-Charge (IIC)

Lawrence R. Lewis

Additional Persons Participating in This Accident/Incident Investigation:

Mike Dolsen
Anchorage, FSDO-03
Anchorage, AK