



National Transportation Safety Board Aviation Accident Final Report

Location:	TYONEK, AK	Accident Number:	ANC84FA080A
Date & Time:	06/01/1984, 2210 AKD	Registration:	N4708U
Aircraft:	CESSNA 180G	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

TAKING OFF FROM AN ABANDONED ROAD NEAR A FISHING CAMP, THE CESSNA TURNED BACK AND DESCENDED WITH POWER ON OVER HIS DEPARTURE POINT, HEADING INTO THE SUN WHICH WAS LOW ON THE HORIZON. IT COLLIDED LEFT WING TO LEFT WING WITH THE MAULE WHICH HAD CLIMBED OUT AT A STEEP ANGLE FROM THE SAME ROAD. THE MAULE PILOT STATED THAT HE SAW THE CESSNA IMMEDIATELY AFTER LOWERING THE NOSE OF HIS AIRCRAFT, AND INITIATED AN UNSUCCESSFUL AVOIDANCE MANEUVER.

Probable Cause and Findings

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

Findings

Occurrence #1: MIDAIR COLLISION
Phase of Operation: MANEUVERING

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (C) VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
3. (C) MANEUVER - CONFLICTING - PILOT IN COMMAND
4. (C) LOW PASS - IMPROPER - PILOT IN COMMAND
5. (C) JUDGMENT - POOR - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	37, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/14/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	486 hours (Total, all aircraft), 486 hours (Total, this make and model), 376 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4708U
Model/Series:	180G 180G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	18051408
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	05/26/1984, Annual	Certified Max Gross Wt.:	2800 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	2656 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	O-470-4
Registered Owner:	FREDERICK ALLEN DAY	Rated Power:	230 hp
Operator:	FREDERICK ALLEN DAY	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2218	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / -18° C
Precipitation and Obscuration:			
Departure Point:	THEODORE RIVER, AK	Type of Flight Plan Filed:	None
Destination:	ANCHORAGE, AK (ANC)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Fatal	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	MARC STELLA	Report Date:	
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).