



National Transportation Safety Board Aviation Accident Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | TYONEK, AK | Accident Number: | ANC84FA080B |
| Date & Time: | 06/01/1984, 2210 AKD | Registration: | N9297E |
| Aircraft: | MAULE M-5-210C | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Serious |
| 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: TAKEOFF - INITIAL CLIMB

Findings

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

Factual Information

Pilot Information

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|----------------------------------|--|--|----------------------------|
| Certificate: | Private | Age: | 34, Male |
| Airplane Rating(s): | Single-engine Land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | Seatbelt, Shoulder harness |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 08/04/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 243 hours (Total, all aircraft), 66 hours (Total, this make and model), 189 hours (Pilot In Command, all aircraft), 18 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | MAULE | Registration: | N9297E |
| Model/Series: | M-5-210C M-5-210C | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | 6203C |
| Landing Gear Type: | Tailwheel | Seats: | 4 |
| Date/Type of Last Inspection: | 05/31/1984, Annual | Certified Max Gross Wt.: | 2300 lbs |
| Time Since Last Inspection: | 4 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 335 Hours | Engine Manufacturer: | CONTINENTAL |
| ELT: | Installed, activated, aided in locating accident | Engine Model/Series: | IO-360-D33A |
| Registered Owner: | ERIK ALAN OPSTAD | Rated Power: | 210 hp |
| Operator: | ERIK ALAN OPSTAD | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|----------------------------------|---------------------|---|------------------|
| 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 (MRI) | Type of Clearance: | None |
| Departure Time: | 2209 | Type of Airspace: | Class G |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|--|
| 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/ . | | |

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).