



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Nightmute, AK	<b>Accident Number:</b>	ANC11FA091A
<b>Date &amp; Time:</b>	09/02/2011, 1335 AKD	<b>Registration:</b>	N207DR
<b>Aircraft:</b>	CESSNA 208B	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

A Cessna 208B and a Cessna 207 collided in flight in daylight visual meteorological conditions. The Cessna 208B and the Cessna 207 were both traveling in an easterly direction. According to the Cessna 207 pilot, the airplanes departed from two neighboring remote Alaskan villages about the same time, and both airplanes were flying along similar flight routes. While en route, the Cessna 207 pilot talked with the Cessna 208B pilot on a prearranged, discreet radio frequency, and the two agreed to meet up in flight for the return to their home airport. The Cessna 207 pilot said that the pilot of the Cessna 208B flew his airplane along the left side of her airplane while she was in level cruise flight at 1,200 feet mean sea level and that they continued to talk via the radio. Then, unexpectedly and unannounced, the pilot of the Cessna 208B maneuvered his airplane above and over the top of her airplane. She said that she immediately told the Cessna 208B pilot that she could not see him and that she was concerned about where he was. She said that the Cessna 208B pilot then said, in part: "Whatever you do, don't pitch up." The next thing she recalled was seeing the wings and cockpit of the descending Cessna 208B pass by the right side of her airplane, which was instantly followed by an impact with her airplane's right wing. She said that after the collision, the Cessna 208B passed underneath her airplane from right-to-left before beginning a gradual descent that steepened as the airplane continued to the left. It then entered a steep, vertical, nose-down descent before colliding with the tundra-covered terrain below followed by a postcrash fire. Unable to maintain level cruise flight, the Cessna 207 pilot selected an area of rolling, tundra-covered terrain as a forced landing site. An examination of both airplanes revealed impact signatures consistent with the Cessna 208B's vertical stabilizer impacting the Cessna 207's right wing. A portion of crushed and distorted wreckage, identified as part of the Cessna 208B's vertical stabilizer assembly, was found embedded in the Cessna 207's right wing. The Cessna 208B's severed vertical stabilizer and rudder were found about 1,000 feet west of the Cessna 208B's crash site.

## Flight Events

Maneuvering - Abrupt maneuver  
Maneuvering - Midair collision  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate clearance while performing an unexpected and unannounced abrupt maneuver, resulting in a midair collision between the two airplanes.

## Findings

Personnel issues-Psychological-Attention/monitoring-Monitoring other aircraft-Pilot - C  
Personnel issues-Action/decision-Action-Unnecessary action-Pilot - C

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	24
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	3710 hours (Total, all aircraft), 875 hours (Total, this make and model), 3660 hours (Pilot In Command, all aircraft), 320 hours (Last 90 days, all aircraft), 92 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N207DR
<b>Model/Series:</b>	208B	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	Grant Aviation	<b>Engine Manufacturer:</b>	P&W CANADA
<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	PT6A-114
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PAOO, 59 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Overcast / 1100 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	14 knots, 130°
<b>Temperature:</b>	8° C / 6° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Toksook Bay, AK (OOK)	<b>Destination:</b>	Bethel, AK (BET)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	On-Ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Clinton O Johnson	<b>Adopted Date:</b>	02/03/2014
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81691">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=81691</a>		

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