



National Transportation Safety Board

Aviation Accident Data Summary

Location:	Nightmute, AK	Accident Number:	ANC11FA091B
Date & Time:	09/02/2011, 1335 AKD	Registration:	N73789
Aircraft:	CESSNA T207A	Injuries:	1 None
Flight Conducted Under:	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

Enroute-cruise - Midair collision
Emergency descent - Off-field or emergency landing

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot of the other airplane 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 of other aircraft

Pilot Information

Certificate:	Commercial	Age:	26
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	1670 hours (Total, all aircraft), 216 hours (Total, this make and model), 480 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N73789
Model/Series:	T207A	Engines:	1 Reciprocating
Operator:	RYAN AIR INC	Engine Manufacturer:	CONT MOTOR
Air Carrier Operating Certificate:	On-demand Air Taxi (135)	Engine Model/Series:	TSIO-520-M
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PAOO, 59 ft msl	Weather Information Source:	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	Lowest Ceiling:	Overcast / 1100 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	14 knots, 130°
Temperature:	8° C / 6° C	Visibility:	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Tununak, AK (4AK)	Destination:	Bethel, AK (BET)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

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

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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.