



## National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Anaktuvuk Pass, AK	<b>Accident Number:</b>	ANC16LA012
<b>Date &amp; Time:</b>	01/02/2016, 1205 AKS	<b>Registration:</b>	N540ME
<b>Aircraft:</b>	CESSNA 208B	<b>Injuries:</b>	5 Serious, 3 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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On January 2, 2016, about 1205 Alaska standard time, a Cessna 208B Caravan airplane, N540ME, sustained substantial damage after impacting terrain about 6 miles southwest of the Anaktuvuk Pass Airport, Anaktuvuk Pass, Alaska. The airplane was being operated by Wright Air Service, Inc., Fairbanks, Alaska, as a visual flight rules (VFR) scheduled commuter flight under the provisions of 14 Code of Federal Regulations (CFR) Part 135. Of the eight people on board, the Airline Transport Pilot and four passengers sustained serious injuries, and three passengers sustained minor injuries. Visual meteorological conditions (VMC) prevailed at the Anaktuvuk Pass Airport at the time of the accident, and company flight following procedures were in effect. The flight departed from the Fairbanks Airport, Fairbanks, about 1030, destined for Anaktuvuk Pass.

Two Federal Aviation Administration aviation safety inspectors from the Fairbanks Flight Standards District Office reached the accident site on the morning of January 3, 2016. The main wreckage was in an open area of snow-covered tundra, at an elevation of about 2,500 feet msl. The top of the ridge where the airplane impacted is at an approximate elevation of 3,000 feet msl. From the initial point of impact, the airplane traveled about 300 feet before coming to rest in an upright position. The airplane sustained substantial damage to the fuselage and wings. A detailed wreckage examination is pending, following recovery of the airplane.

In an interview with the National Transportation Safety Board (NTSB) investigator-in-charge, along with another NTSB investigator on January 6, 2015, in Anchorage, Alaska, the pilot stated that he was flying along the John's River about 2,500 feet msl, 500 feet above ground level (agl) while en route to Anaktuvuk Pass Airport (AKP). About 10 miles from the airport, he began to climb to airport traffic pattern altitude and maintain a flight track on the east side of the river valley to conduct a straight-in approach to runway 2 at AKP. Although some ice was present on the windshield, the deice/anti-ice equipment was operating as designed, and the windshield hot plate remained free of contamination. He stated that due to the overcast skies and snow covered ground, a flat light condition was present.

The airplane was equipped with a Spidertracks flight tracking system, which provides real-time aircraft flight tracking data. The flight tracking information is transmitted via Iridium satellites to an internet based storage location, at 2-minute intervals. The airplane's last reported

location was along the east side of the John's River valley, at an altitude of 2,560 feet msl, on a ground track of about 48 degrees.

Immediately following the accident, a passenger utilized a cellular phone to call for rescue from Anaktuvuk Pass residents. About 20 minutes after the call, the airplane was located and rescue personnel began extricating passengers and transporting them via snow machine to Anaktuvuk Pass for medical attention.

The accident airplane was not equipped, nor was it required to be equipped with a cockpit voice recorder (CVR), or a flight data recorder (FDR).

The closest weather reporting facility is Anaktuvuk Pass Airport, about 6 miles northeast of the accident site. At 1156, an aviation routine weather report (METAR) from the Anaktuvuk Pass Airport was reporting in part: Wind from 170 degrees at 5 knots; sky condition, broken clouds at 4,400 feet, overcast at 5,000 feet; visibility, 6 statute miles; temperature 19 degrees F, dewpoint 12 degrees F; altimeter, 29.03 inHg.

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N540ME
<b>Model/Series:</b>	208B	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	WRIGHT AIR SERVICE INC	<b>Air Carrier Operating Certificate:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	HYTA

### Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PAKP, 2100 ft msl	<b>Observation Time:</b>	2136 UTC
<b>Lowest Cloud Condition:</b>	Scattered / 3400 ft agl	<b>Conditions at Accident Site:</b>	Visual Conditions
<b>Lowest Ceiling:</b>	Broken / 4300 ft agl	<b>Temperature/Dew Point:</b>	-7° C / -11° C
<b>Wind Speed/Gusts, Direction:</b>	7 knots, 180°	<b>Visibility</b>	6 Miles
<b>Altimeter Setting:</b>	29.03 inches Hg	<b>Type of Flight Plan Filed:</b>	VFR
<b>Departure Point:</b>	FAIRBANKS, AK (FAI)	<b>Destination:</b>	ANAKTUVUK PASS, AK (AKP)

### Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 Serious, 3 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 Serious, 3 Minor		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	David S Williams
<b>Additional Participating Persons:</b>	Clark Miller; FAA; Fairbanks, AK
<b>Note:</b>	The NTSB did not travel to the scene of this accident.