

Hageland Aviation
Togiak, Alaska
October 2, 2016
ANC17MA001

NATIONAL TRANSPORTATION SAFETY BOARD

Washington, D.C.

ADDENDUM #1

Human Performance Factual

(3 Pages)

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

November 20, 2017

HUMAN PERFORMANCE

Specialist's Factual Report Addendum 1

ANC17MA001

A. ACCIDENT

Operator: Hageland Aviation Services, Inc.
Location: Togiak, Alaska
Date: October 2, 2016
Time: 1154 Alaska daylight time (AKDT)¹
Airplane: Cessna Grand Caravan 208B
Registration: N208SD

B. PARTICIPANTS

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¹ All times are based on a 24-hour clock and are in AKDT unless otherwise noted. Time of the accident is approximate.

C. SUMMARY

On October 2, 2016, about 1154 Alaska daylight time, a turbine-powered Cessna 208B Grand Caravan airplane, N208SD, sustained substantial damage after impacting steep, mountainous, rocky terrain about 12 miles northwest of Togiak, Alaska. The airplane was being operated as flight 3153 by Hageland Aviation Services, Inc., dba Ravn Connect, Anchorage, Alaska, as a scheduled commuter flight under the provisions of 14 Code of Federal Regulations (CFR) Part 135 and visual flight rules (VFR). All three people on board (two commercial pilots and one passenger) sustained fatal injuries. Visual meteorological conditions prevailed at the Togiak Airport (TOG), Togiak, and company flight following procedures were in effect. Flight 3153 departed Quinhagak, Alaska, (KWN) at 1133, destined for Togiak.

D. DETAILS OF THE ADDENDUM

This addendum contains additional documentation of the pilot in command's route familiarity and Hageland training.

E. FACTUAL INFORMATION

1.0. Pilot in command's experience

According to Hageland records, in the 11 months since the pilot in command had been hired at Hageland, he had flown between Quinhagak and Togiak a total of 26 times – 10 times flying from Quinhagak to Togiak and 16 times flying Togiak to Quinhagak. In the 90 days prior to the accident flight (including the flight just before the accident flight), he had flown between Quinhagak and Togiak nine times – three times flying Quinhagak to Togiak and six times from Togiak to Quinhagak.

2.0. Hageland training for crew duties

According to the Hageland *Initial General Subjects and Ground Training* form (Form F-10 Rev. 2 05/29/12), pilots were trained on "Crew Duties" through computer-based training. Unlike CBT for controlled flight into terrain (CFIT) and crew resource management (CRM) which were standalone modules, three slides on "duties and responsibilities of crewmembers" were included within a general subjects CBT module. One slide stated that it was the duty of crewmembers to "complete flights professionally and safely." Other duties listed included, but were not limited to, arriving to work fit for duty, maintaining current pilot and medical certificates, keeping legible flight records, completing a weight and balance, checking weather when accepting a flight and verifying fuel requirements. No additional duties of pilots once the flight was airborne were listed, such as pilot flying and pilot monitoring duties. Pilots were directed to the company operations manual for additional duties that were expected (see Attachment 6 to the Human Performance Specialist's Report).

The Hageland Operations Training Manual, Section A - General, subsection "Simulator Training" stated, in part:

Normally two Pilots in Command (PIC's), or a PIC and Second in Command (SIC) are trained during a single flight training session. During this type of training, one pilot manipulates the controls while the other performs the duties of the PNF (pilot not flying) and reverse roles during the same session. The duties of the PNF include normal, abnormal, and emergency duties and crew participation duties. Both pilots receive "crew concept" training and total training hours in each session can be credited to each participating pilot providing each pilot manipulates the controls for approximately equal time and the instructor does not occupy one of the pilot seats.