



Aviation Investigation Final Report

Location:	KING SALMON, Alaska	Accident Number:	ANC00LA074
Date & Time:	June 22, 2000, 15:50 Local	Registration:	N495K
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

According to an FAA inspector who interviewed both pilots, they related the float equipped Cessna was taxiing away from the shore, into the sun, and the float equipped DeHavilland was taxiing toward the shore after landing. The DeHavilland pilot believed that the Cessna pilot saw his airplane. The Cessna turned toward the DeHavilland, began the takeoff water run, and collided before either pilot could make an effective evasive maneuver. The Cessna pilot said he never saw the DeHavilland in the sun glare. As the Cessna was about to come on the step, the right-front seat passenger warned the Cessna pilot about the DeHavilland. The Cessna pilot attempted to maneuver the Cessna to the left, but the Cessna's right wing struck the DeHavilland's windshield. The radios of both airplanes were tuned to the local common traffic advisory frequency. The pilot of the DeHavilland made a radio transmission just before he landed, and none others. The pilot of the Cessna said he did not put on his headset until about halfway through the taxi for takeoff. Neither pilot reported hearing any radio transmissions from the pilot of the opposing airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The Cessna pilot's inadequate visual lookout, and both pilots' inadequate radio traffic advisories. A factor associated with the accident was sunglare on the water.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) LIGHT CONDITION - SUNGLARE
2. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. (C) TRAFFIC ADVISORY - INADEQUATE - PILOT IN COMMAND
4. (C) TRAFFIC ADVISORY - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

On June 22, 2000, at 1550 Alaska daylight time, a Cessna 206 float equipped airplane, N495K, and a DeHavilland DHC-2 float equipped airplane, N5221G, both sustained substantial damage when they collided on Brooks Lake, 27 miles east of King Salmon, Alaska, at 58 degrees, 33 minutes north latitude, 155 degrees, 16 minutes west longitude. The commercial pilot and the four passengers on board the Cessna received no injuries. The pilot and front seat passenger of the DeHavilland received minor injuries; the remaining four passengers were not injured. The Cessna flight was conducted by Katmai Air, Inc., of Anchorage, Alaska, under 14 CFR Part 135, as an on-demand air taxi flight to King Salmon. The DeHavilland flight was conducted under 14 CFR Part 91 as a personal flight by the pilot transporting five friends from Naknek Lake, 20 miles west of the accident site. Visual meteorological conditions prevailed at the time of the accident, and a company flight plan was filed for the Cessna. No flight plan was on file for the DeHavilland.

Both pilots were interviewed by an FAA inspector the day after the accident. The FAA inspector related that both pilots described the Cessna taxiing away from the shore into the sun, and the DeHavilland taxiing toward the shore. The DeHavilland pilot said he saw the Cessna taxiing, believed that the Cessna pilot saw him, and expected it would pass down the left side of his airplane. He described the Cessna turning left toward his airplane, beginning the takeoff water run and colliding before he could make an effective evasive maneuver. The Cessna pilot said he never saw the DeHavilland in the sun glare. As he began the takeoff run, and the airplane was about to come onto "the step," the right-front seat passenger in the Cessna warned the pilot about the DeHavilland. The pilot said he attempted to maneuver the Cessna to the left, but the right wing struck the DeHavilland's windshield.

The radios of both airplanes were tuned to 122.9 MHz, the local common traffic advisory frequency. The pilot of the DeHavilland said he made a radio transmission just before he landed, and none others. The pilot of the Cessna said he did not put on his headset until about halfway through the taxi for takeoff. Neither pilot reported hearing any radio transmissions from the pilot of the opposing airplane.

The right wing of the Cessna contacted the propeller of the DeHavilland, separating the wing outboard of the lift strut. The DeHavilland sustained damage to the right wing, engine, and windshield, which was penetrated by the Cessna's right wing. Paint was transferred between the top surface of the Cessna's right wing, and the lower surface of the DeHavilland's right wing. Propeller strike marks were evident in the right wingtip cap fuel tank of the DeHavilland.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical—no waivers/lim.	Last FAA Medical Exam:	April 27, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6800 hours (Total, all aircraft), 1000 hours (Total, this make and model), 6700 hours (Pilot In Command, all aircraft), 155 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N495K
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602730
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	January 26, 2000 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	91 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3707 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520F
Registered Owner:	KATMAILAND, INC.	Rated Power:	300 Horsepower
Operator:	KATMAI AIR, LLC.	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:	KATMAI AIR	Operator Designator Code:	ENFA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	KING SALMON , AK (AKN)	Type of Clearance:	None
Departure Time:	15:50 Local	Type of Airspace:	Class G

Wreckage and Impact Information

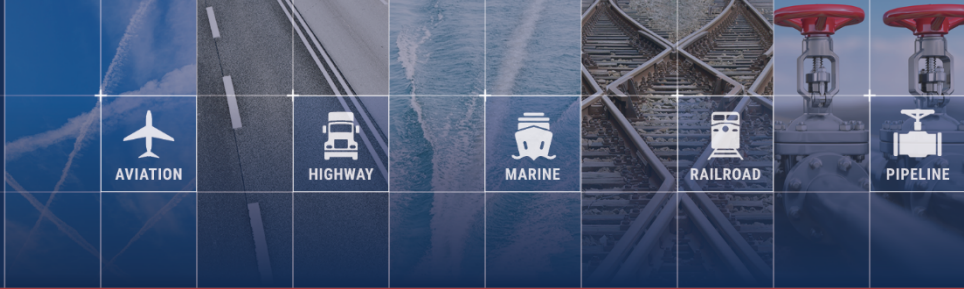
Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	56.960277,-158.579971(est)

Administrative Information

Investigator In Charge (IIC):	THOMAS, MATTHEW
Additional Participating Persons:	JIM D RUCKMAN(FAA FSDO); ANCHORAGE , AK
Original Publish Date:	July 10, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49538

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).



Aviation Investigation Final Report

Location:	KING SALMON, Alaska	Accident Number:	ANC00LA074
Date & Time:	June 22, 2000, 15:50 Local	Registration:	N5221G
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 Minor, 4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

See narrative for ANC00LA074A.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The inadequate visual lookout by the pilot of the other airplane, and the inadequate radio traffic advisories by the pilots of both airplanes.

Findings

Occurrence #1: COLLISION BETWEEN AIRCRAFT (OTHER THAN MIDAIR)
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
2. (C) TRAFFIC ADVISORY - INADEQUATE - PILOT IN COMMAND
3. (C) TRAFFIC ADVISORY - INADEQUATE - PILOT OF OTHER AIRCRAFT

Factual Information

See narrative for ANC00LA074A.

Pilot Information

Certificate:	Private	Age:	57, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 26, 2000
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	2291 hours (Total, all aircraft), 1091 hours (Total, this make and model), 2291 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N5221G
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	667
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	June 6, 2000 Annual	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7138 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	KENNETH MEARS	Rated Power:	450 Horsepower
Operator:	THOMAS P. PRINDIVILLE	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	17°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NAKNEK LAKE , AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	15:30 Local	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Minor
Passenger Injuries:	1 Minor, 4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 4 None	Latitude, Longitude:	56.960277,-158.579971(est)

Administrative Information

Investigator In Charge (IIC):	THOMAS, MATTHEW
Additional Participating Persons:	JIM D RUCKMAN(FAA FSDO); ANCHORAGE , AK
Original Publish Date:	July 10, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49538

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).