



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Isla De Vieques, PR	<b>Accident Number:</b>	MIA02LA119A
<b>Date &amp; Time:</b>	06/20/2002, 1620 EST	<b>Registration:</b>	N786DM
<b>Aircraft:</b>	Cessna 208B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	10 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

According to both pilots, they had reported their positions on the Unicom frequency, and announced their intentions. The Cessna pilot said that he entered traffic on the downwind at 1,000 feet, and turned base to final. The Britten-Norman pilot said he turned left from base leg to final approach, but did not mention anything about a downwind leg. At 500 feet, both airplanes touched wing tips; the Cessna's damage was to the right wing and the Britten-Norman's damage was to the left wing. The Britten-Norman's pilot continued the approach and landed without further incident on runway 9. The Cessna's pilot initiated a go-around, for another approach, and landed without further incident on runway 9. The reported weather at San Juan (SJU), Puerto Rico, 34 miles northwest of the crash site, at 1656 was: 2,700 feet, visibility 10 statute miles, winds 070 at 14 knots with gusts to 19 knots, temperature 84 degrees Fahrenheit, dew point 73 degrees Fahrenheit, and the altimeter was 30.01 inches Hg.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the failure of both pilots to see and avoid, also causal was the failure of the pilot of the Britten-Norman Islander (N663VL) to yield right of way to an aircraft in the traffic pattern.

## Findings

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Occurrence #1: MIDAIR COLLISION  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (C) VFR PROCEDURES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
2. (C) VISUAL LOOKOUT - NOT OBTAINED/MAINTAINED - PILOTS OF BOTH AIRCRAFT

## Factual Information

On June 20, 2002, about 1620 eastern standard time, a Cessna 208B, N786DM, registered to and operated by Isla Nena Air Service Inc., had a midair collision with a Britten-Norman BN-2B-26, N663VL, registered to and operated by Vieques Air Link Inc., while on final approach to runway 9, at the Antonio Rivera Rodriguez Airport (VQS), Isla De Vieques, Puerto Rico. Visual meteorological conditions prevailed at the time and company VFR flight plans were filed for the 14 CFR Part 135 on-demand air taxi flights. Both airplanes were substantially damaged. The commercial-rated pilots from both airplanes reported no injuries. Nine passengers on board N786DM, and five passengers onboard N663VL, reported no injuries. Both airplanes landed without further damage. The Cessna had departed from Culebra, Puerto Rico, at 1610. The Britten-Norman had departed from Fajardo, Puerto Rico, at 1600.

According to both pilots, they had reported their positions on the UNICOM frequency, and announced their intentions. The Cessna pilot said that he entered traffic on the downwind at 1,000 feet, on a 45 degree angle, and turned base to final. He said he made radio calls announcing his intentions on UNICOM, 12 miles northeast of the airport, and at 9 miles northeast of the airport. He heard "no reply," entered downwind at 1,000 feet, then turned base leg to final. After turning final he said he "still heard no reply," on the radio, and at about 500 feet he "felt a bump." He then called out on the radio, "...what [the] hell is going on," and initiated a go around. According to the pilot of N786DM it was after the collision when "...the other aircraft established communication. He called out short final. I looked down and saw the other aircraft. He replied talking to the helicopter." The pilot of N786DM said he called go-around to land runway 9, upwind to crosswind leg, and then the helicopter reported to him that his "wingtip was missing." He had one of his passengers verify that the landing gear were all right and landed on runway 9 without further incident.

The Britten-Norman (N663VL) pilot said he turned left from base leg to final approach, but did not mention anything about a downwind leg. He said he contacted VQS UNICOM on 123.00 about 9 miles northwest of the airport. According to the pilot of N663VL "...nobody on the frequency responded except for [a] helicopter transitioning to Vieques." The helicopter pilot told him that he was at 500 feet heading to a resort landing site next to VQS airport. The pilot of N663VL told the helicopter pilot he had him in site, and reported his altitude as 1,000 feet. The pilot of N663VL said he was "3 miles northwest" when he transmitted his intentions again, and said that at that time "nobody answered at the UNICOM, and...I entered on left base." He did a third radio call and "nobody responded." He then turned onto final leg, he transmitted again, no one answered, and a "few" seconds after that a voice at the UNICOM in Spanish said "...traffic on final," and he replied "Vieques 663 final for runway 9 Vieques." Within 5 to 10 second the pilot of N663VL said he "felt the impact on my left wing...[and he] saw a Cessna Caravan (N786DM) on my left side." He said he "lost" control of the aircraft for a few seconds, regained control and landed without further incident. Both airplanes touched wing tips; the Cessna's damage was to the right wing and the Britten-Norman's damage was to the left wing.

The reported weather at San Juan (SJU), Puerto Rico, 34 miles northwest of the crash site, at 1656 was; 2,700 feet, visibility 10 sm, winds 070 at 14 knots with gusts to 19 knots, temperature 84 degrees F, dew point 73 degrees F, and the altimeter was 30.01 inches Hg.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	03/09/2002
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	01/03/2002
<b>Flight Time:</b>	3158 hours (Total, all aircraft), 2336 hours (Pilot In Command, all aircraft), 233 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	Cessna	<b>Registration:</b>	N786DM
<b>Model/Series:</b>	208B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	208B-0922
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	06/01/2002, AAIP	<b>Certified Max Gross Wt.:</b>	8785 lbs
<b>Time Since Last Inspection:</b>	53.5 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	550.1 Hours	<b>Engine Manufacturer:</b>	Pratt & Whitney Canada
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	PT6A
<b>Registered Owner:</b>	ISLA NENA AIR SERVICE INC	<b>Rated Power:</b>	675 hp
<b>Operator:</b>	ISLA NENA AIR SERVICE INC	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	IN9A

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSJU, 46 ft msl	Observation Time:	1656 EDT
Distance from Accident Site:	34 Nautical Miles	Direction from Accident Site:	310°
Lowest Cloud Condition:	Few / 2700 ft agl	Temperature/Dew Point:	29° C / 23° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	14 knots/ 19 knots, 70°	Visibility (RVR):	
Altimeter Setting:	30.01 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Culebra, PR (TJCP)	Type of Flight Plan Filed:	Company VFR
Destination:	Vieques (VQS)	Type of Clearance:	VFR
Departure Time:	1610 EDT	Type of Airspace:	Class E

## Airport Information

Airport:	ANTONIO RIVERA RODRIQUEZ (VQS)	Runway Surface Type:	Asphalt
Airport Elevation:	46 ft	Runway Surface Condition:	Dry
Runway Used:	090	IFR Approach:	None
Runway Length/Width:	3400 ft / 75 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	9 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	10 None	Latitude, Longitude:	18.135278, -65.491667

## Administrative Information

Investigator In Charge (IIC):	Alan J Yurman	Adopted Date:	04/18/2003
Additional Participating Persons:	Carlos Agueda; FAA; San Juan, PR		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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