 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: ANC15FA049		Most Critical Injury: Fatal			
		Occurrence Date: 07/17/2015		Investigated By: NTSB			
		Occurrence Type: Accident					
Location/Time							
Nearest City/Place		State	Zip Code	Local Time	Time Zone		
Juneau		AK	99801	1318	AKD		
Aircraft Information							
Registration Number		Aircraft Manufacturer		Model/Series Number			
N62AK		CESSNA		207A			
Type of Aircraft: Airplane			Amateur Built Aircraft? No				
Injury Summary:		Fatal	1	Serious	4	Minor	None
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No				
Narrative							
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:							
<p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>On July 17, 2015, about 1318 Alaska daylight time, a Cessna 207A airplane, N62AK, sustained substantial damage following an in-flight collision with tree-covered terrain about 18 miles west of Juneau, Alaska. The flight was being operated as Flight 202, by Sea Port Airlines, Inc., dba Wings of Alaska, as a visual flight rules (VFR) scheduled commuter flight under the provisions of 14 Code of Federal Regulations Part 135. The commercial pilot sustained fatal injuries, and four passengers sustained serious injuries. Visual meteorological conditions were reported at the Juneau International Airport at the time of departure. Flight 202 departed the Juneau Airport about 1308, for a scheduled 20 minute flight to Hoonah, Alaska. A company flight plan was on file and company flight following procedures were in effect.</p> <p>According to Juneau Air Traffic Control Tower (ATCT) personnel, the pilot requested and received taxi clearance to depart for the 20 minute VFR flight to Hoonah at 1306. The flight was cleared for takeoff about 2 minutes later by the ATCT specialist on duty with no reported problems. About 15 minutes later, Juneau Police dispatchers received a 911 cell phone call from a passenger on board that the airplane had crashed.</p> <p>About 1336, the United States Coast Guard (USCG) Alaska received a 406 Mhz emergency locator transmitter (ELT) signal assigned to the accident airplane. At 1421, after being notified of an overdue airplane, and after learning about reports of an emergency locator transmitter (ELT) signal along the accident pilot's anticipated flight route, search and rescue personnel from the U.S. Coast Guard Air Station Sitka, began a search for the missing airplane. About 1650, the crew of a U.S. Coast Guard HH-60 helicopter located the airplane's wreckage in an area of mountainous, tree-covered terrain. A rescue swimmer was lowered to the accident site and discovered that one of the airplane's occupants, the pilot, died at the scene, and four others had survived the crash. The four survivors were hoisted aboard the HH-60 helicopter in two trips, and then transported to Juneau.</p> <p>Assisted by the crew of a United States Coast Guard HH-60 Jayhawk helicopter, the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), along with three members from Juneau Mountain Rescue, reached the accident site on the afternoon of July 18.</p> <p>The on-scene examination revealed that the airplane impacted at large spruce tree, at an elevation of about 1,250 feet mean sea level. After the initial impact, the airplane fuselage separated into two pieces.</p>							
PRELIMINARY INFORMATION - SUBJECT TO CHANGE							

National Transportation Safety Board

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Narrative (Continued)

The forward section of the airplane, consisting of the cockpit and engine, separated just forward of the main landing gear assembly and came to rest inverted about 50 feet forward of the initial impact point. The remaining section consisting of the main cabin, wings, and empennage came to rest inverted just below the initial impact point. The wreckage path was on approximately a 215 degree heading, and uphill (All headings/ bearings noted in this report are magnetic). The average heights of the trees surrounding the accident site were in excess of 100 feet tall.


All of the airplanes major components were found at the main wreckage site.

The closest official weather observation station is Juneau, which is located about 18 miles east of the accident site. On July 17, at 1253, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, 110 degrees at 14 knots; visibility, 7 statute miles in light rain and mist; clouds and ceiling, 200 feet few, 3,500 feet overcast; temperature, 57 degrees F; dew point, 55 degrees F; altimeter, 30.24 inHg.

The accident airplane was equipped with an avionics package known as automatic dependent surveillance-broadcast (ADS-B), which is also known as "Capstone." ADS-B technology provides pilots with situational awareness by displaying the airplane's position over terrain, while using GPS technology, coupled with an instrument panel mounted, moving map display. The ADS-B equipment installed in the accident airplane included two Chelton multifunction display (MFD) units. One MFD provides the pilot with a moving map with terrain awareness information, and the other provides primary flight display information. The two MFD units were removed from the wreckage and shipped, to the NTSB vehicle recorder laboratory, Washington, D.C.

The airplane was equipped with a Continental Motors IO-520-F reciprocating engine. A detailed engine examination is pending.

Updated on Jul 29 2015 4:30PM

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	Occurrence Type: Accident	

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Substantial	Accident Occurred During: Enroute-cruise

Crew	Name	Certificate No.	Injury	
Pilot	On File	On File	Fatal	
2				
3				
4				
5				
6				

Operator Information			
Name Sea Port Airlines, Inc	Operator Designator Code	Doing Business As Wings of Alaska	


Street Address	City Portland	State OR	Zip Code
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-Type of Certificate(s) Held:	
Air Carrier Operating Certificate(s):	Commuter Air Carrier

Operating Certificate:	Operator Certificate:
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter	
Type of Flight Operations Conducted: Scheduled; Domestic; Passenger Only	

Flight Plan/Itinerary			
Type of Flight Plan Filed: Company VFR			
Last Departure Point	State	Airport Identifier	
JUNEAU	AK	JNU	
Destination	State	Airport Identifier	
HOONAH	AK	HNH	

Weather Information			
Investigator's Source: Weather Observation Facility	Facility ID: PAJN	Observation Time (Local): 1253	
Sky/Lowest Cloud Condition: Few	200 Ft. AGL		
Lowest Ceiling: Overcast	3500 Ft. AGL	Visibility: 7	SM Altimeter: 30.24 "Hg

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Weather Information (Continued from page 2)

Temperature: 14 °C	Dew Point: 13 °C	Wind Direction: 110	
Wind Speed: 14 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From Alaska State Troopers	Date
FAA District Office/Coordinator Federal Aviation Administration, AVP-100 David Keenan	Investigator-In-Charge (IIC) Christopher R. Shaver