



# National Transportation Safety Board



Hageland Aviation

Cessna 208B Grand Caravan

October 2, 2016

Togiak, Alaska

Katherine Wilson

Human Performance

# Flight Crew Performance

- PIC and SIC were assigned to flight
- PIC had ultimate responsibility for safety
- PIC was familiar with accident route
- Second Hageland flight deviated course to south due to unexpected presence of valley fog, changing clouds, and potential for rain

# Flight Crew Performance

- Continued VFR flight into reduced visibility
- Did not perform immediate escape maneuver per SOPs when IMC encountered
- Did not employ good aeronautical decision-making skills
- No management or scheduling pressures, habitual noncompliance with SOPs, or risk-taking behavior

# CRM Training

- Training did not discuss aeronautical decision making and judgment tailored to Hageland's operations and aviation environment
- Training did not discuss pilot flying/pilot monitoring roles or include OCC personnel
- FAA did not recognize deficiencies in training

# CFIT-Avoidance Training

- CFIT-avoidance training not required for Part 135 fixed-wing operators
- CBT presentation not tailored to Hageland operations
- Simulator training included inadvertent flight into IMC with an escape maneuver
- PIC completed CBT and simulator training; SIC completed CBT only





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