



National Transportation Safety Board Aviation Accident Final Report

Location:	FAJARDO, PR	Accident Number:	ATL97FA113B
Date & Time:	08/07/1997, 1248 AST	Registration:	N1202S
Aircraft:	Pilatus BN-2 ISLANDER	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 3 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

On August 7, 1997, about 1248 Atlantic Standard Time, two Britten-Norman BN-2 airplanes, collided in flight, over the landing threshold of runway 08, at the Diego Jimenez Airport, Fajardo, Puerto Rico (PR). Both airplanes were conducting a visual approach at the uncontrolled airport. The pilot of N1202S, was executing a non-standard right traffic pattern approach to landing, while the pilot of N26JA was executing a standard left traffic pattern approach to landing. The airplanes collided over the approach threshold of runway 08, about 100 feet agl. Passengers on N26JA, stated that the other airplane was coming from the right much lower than their airplane and disappeared under them. The next time they saw the other airplane they were colliding into its tail section. Examination of both airplanes revealed no mechanical discrepancies.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain adequate visual lookout.

Findings

Occurrence #1: MIDAIR COLLISION

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Findings

2. (F) TERRAIN CONDITION - GROUND

Factual Information

HISTORY OF FLIGHT

On August 7, 1997, about 1248 Atlantic Standard Time, two Britten-Norman BN-2 airplanes, collided in flight, over the landing threshold of runway 8 at the Diego Jimenez Airport, Fajardo, Puerto Rico (PR). N1202S, was registered to Aero Bieke, Inc., AKA Trans-Caribbean Airlines, and operated under the provisions of Title 14 CFR Part 91 for a personal flight. The Airline Transport Pilot (ATP) and two passengers were not injured, while a third passenger received minor injuries, and the airplane was destroyed. The flight departed Vieques, PR, about 1230 on the same day. N26JA, was operated by Flamenco Airways, Inc. under the provisions of Title 14 CFR Part 135 as a scheduled commuter flight. The ATP rated pilot and four passengers were not injured, 4 passengers received minor injuries, one passenger received a serious injury, and the airplane sustained substantially damaged. The flight originated at Culebra, PR, about 1228, on the same day. Visual meteorological conditions prevailed at the Fajardo airport at the time of the accident. A flight plan had not been filed for either flight.

Both airplanes were conducting a visual approach to runway 08, at the uncontrolled airport. The pilot of N1202S, was executing a non-standard right traffic pattern approach to landing, while the pilot of N26JA was executing a standard left traffic pattern approach to landing. The airplanes collided over the approach threshold of runway 08, about 100 feet agl.

See factual report of investigation ATL-97-FA-113A, for complete report.

Pilot Information

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/31/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	6200 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pilatus	Registration:	N1202S
Model/Series:	BN-2 ISLANDER BN-2 ISLAN	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	193
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	10/20/1996, Annual	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	49 Hours	Engines:	2 Reciprocating
Airframe Total Time:	16942 Hours	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-540-E4C5
Registered Owner:	AERO BIEKE INC.	Rated Power:	260 hp
Operator:	AERO BIEKE INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	TRANS CARIBBIAN	Operator Designator Code:	A5KA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JNR, 20 ft msl	Distance from Accident Site:	50 Nautical Miles
Observation Time:	1255 EST	Direction from Accident Site:	330°
Lowest Cloud Condition:	Scattered / 2700 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 22000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	30° C / 23° C
Precipitation and Obscuration:			
Departure Point:	VIEQUES, PR (VQS)	Type of Flight Plan Filed:	None
Destination:	(X95)	Type of Clearance:	None
Departure Time:	0000	Type of Airspace:	Class D

Airport Information

Airport:	DIEGO JIMENEZ TORRES (X95)	Runway Surface Type:	Asphalt
Airport Elevation:	63 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	3600 ft / 75 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	BUTCH WILSON	Report Date:	02/15/2000
Additional Participating Persons:	RICHARD HERNDON; SAN JUAN, PR JORGE D PEREZ; CULEBRA, PR MICHAEL FORTE; SAN JUAN, PR PAUL D WESTON; WASHINGTON, DC		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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