

National Transportation Safety Board  
Washington, DC 20594

Printed on : 11/25/2013 8:05:36 AM

Brief of Accident

Adopted 10/29/2013

ERA12FA007		10/05/2011		Matinicus Island, ME		Aircraft Reg No. N70437		Time (Local): 17:30 EDT			
Make/Model:		Cessna / 207A				Fatal		Serious		Minor/None	
Engine Make/Model:		Cont Motor / IO-520-F				Crew		1		0	
Aircraft Damage:		Substantial				Pass		0		0	
Number of Engines:		1									
Operating Certificate(s):		On-demand Air Taxi									
Name of Carrier:		WATERS AERO-MARINE, INC.									
Type of Flight Operation:		Non-scheduled; Domestic; Cargo									
Reg. Flight Conducted Under:		Part 135: Air Taxi & Commuter									
Last Depart. Point:		Rockland, ME				Condition of Light:		Dusk			
Destination:		Same as Accident/Incident Location				Weather Info Src:		Weather Observation Facility			
Airport Proximity:		Off Airport/Airstrip				Basic Weather:		Visual Conditions			
						Lowest Ceiling:		6500 Ft. AGL, Broken			
						Visibility:		10.00 SM			
						Wind Dir/Speed:		340 / 005 Kts			
						Temperature (°C):		8			
						Precip/Obscuration:		No Obscuration; No Precipitation			
Pilot-in-Command		Age: 56				Flight Time (Hours)					
Certificate(s)/Rating(s)						Total All Aircraft:		3100			
Commercial; Single-engine Land						Last 90 Days:		52			
Instrument Ratings						Total Make/Model:		Unk/Nr			
None						Total Instrument Time:		UnK/Nr			

\*\*\* 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. \*\*\*

About the time of departure, the wind at the departure airport was reported to be from 330 degrees at 13 knots with gusts to 22 knots. The pilot departed with an adequate supply of fuel for the intended 15-minute cargo flight to a nearby island. He entered a left traffic pattern to runway 36 at the destination airport and turned onto final approach with 30 degrees of flaps extended. Witnesses on the island reported that, about this time, a sudden wind gust from the west occurred. A witness (a fisherman by trade) at the airport estimated the wind direction was down the runway at 35 to 40 knots, with slightly higher wind gusts. After the sudden wind gust, he noted the airplane suddenly bank to the right about 80 degrees and begin descending. It impacted trees and powerlines then the ground. The same witness reported the engine sound was steady during the entire approach and at no time did he hear the engine falter. About 30 minutes before the accident, a weather observing station located about 6 nautical miles south-southeast of the accident site indicated the wind from the north-northwest at 24 knots, with gusts to 27 knots. About 30 minutes after the accident, the station indicated the wind from the northwest at 30 knots, with gusts to 37 knots.

Postaccident examination of the airplane, its systems, and engine revealed no evidence of preimpact failures or malfunctions that would have precluded normal operation. The evidence is consistent with the airplane's encounter with a gusty crosswind that led to the airplane's right bank and the pilot's loss of control, resulting in an accelerated stall.

Brief of Accident (Continued)

ERA12FA007

File No. 31754

10/05/2011

Matinicus Island, ME

Aircraft Reg No. N70437

Time (Local): 17:30 EDT

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Updated at Oct 29 2013 1:50PM

Brief of Accident (Continued)

ERA12FA007 File No. 31754	10/05/2011	Matinicus Island, ME	Aircraft Reg No. N70437	Time (Local): 17:30 EDT
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OCCURRENCES

Approach-VFR pattern final - Other weather encounter  
Approach-VFR pattern final - Aerodynamic stall/spin  
Approach-VFR pattern final - Loss of control in flight  
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Lateral/bank control-Not attained/maintained - C  
Environmental issues-Conditions/weather/phenomena-Wind-Crosswind-Contributed to outcome

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's failure to maintain airplane control during the approach after encountering a gusty crosswind, which resulted in an accelerated stall and uncontrolled descent.