



MEMORANDUM FOR RECORD

Stephen Stein
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR21FA330
Aircraft Registration & Make/Model: N922MA; Cessna 206
Accident Location: Bernard, Idaho
Accident Date: August 28, 2021

Note: The following interview was documented by the Investigator –In-Charge (IIC), Stephen Stein.

Interview #1 Summary

Bryan Grey
Accident Pilot

Email correspondence Date & Time; September 30, 2022, 1247 PT

In an email exchange, Mr. Grey stated,

*“my "escape route" was simply to turn around.
i hugged one side of the canyon so i could turn around at any point.
it was plenty wide for a turn without flaps.
i don't recall having a specific "abort point" going up that drainage.”*

Mr. Grey further added,

*“i have extensive low level training from the military (both in F/A-18s and T-45s),
and have a great feel for when i am or not going to clear terrain.
as soon as i realized i wasn't going to clear the highest point, i initiated my turn.”*

Interview #1 Summary

Bryan Grey
Accident Pilot

Telephone Correspondence Date & Time; October 26, 2022, 1507 PT

The pilot stated that he had completed multiple charter flights with passengers flying passengers between destinations and airfields and had flown in and out of drainages by himself multiple times between May 2021 and the accident date.

The pilot stated that he did not have any experience with the Cessna 206 prior to May 2021.

He added that he encountered a downdraft coming off the terrain above when he started to turn around 180°. The pilot had not planned to leave the drainage, but to use the turn to climb further as the passengers wanted to keep the flight within one hour.

According to the pilot he switched sides within the drainage to see if he could get more lift on the other side. He speculated that he decided to turn around after he switched to the other side of the drainage.

The pilot also stated that he remembered deploying some flaps, but did not remember when. He stated that he would not have deployed full flaps.



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Interview #1 Summary

Tor Anderson
Backcountry pilot

Interview Date & Time; November 3, 2022, 1303 PT

Mr. Anderson stated that he had been flying as a certificated pilot since 2006 and started flying commercially in 2010. He reported that he had been flying in the Idaho backcountry and doing charter for about 13 years and was familiar with the accident site. He stated that he had encountered downdrafts, updrafts, and turbulence in the Frank Church Wilderness and that some of his indicators for these conditions included checking winds aloft, but noted that it was not always a good forecast). Mr. Anderson also noted that East facing slopes will receive down air and west facing slopes will receive up air depending on the direction of the wind. He also stated that he can get some downdrafts when the wind is coming from the south, but the downdrafts are usually mechanical. According to the pilot, he becomes worried about downdrafts when the wind speed is 25 kts or more at 9,000 ft because he will see turbulence, but noted that mechanical downdrafts can occur at wind speeds lower than 25 kts.