



National Transportation Safety Board Aviation Accident Final Report

Location:	NAKNEK, AK	Accident Number:	ANC97LA109
Date & Time:	07/21/1997, 1830 AKD	Registration:	N9481F
Aircraft:	Cessna 208	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

The airplane was on short final to land when it encountered heavy rain, which reduced forward visibility. The pilot continued the landing, and during the landing roll, the airplane drifted right, and the right wing contacted brush and trees. The airplane departed the right side of the 1,700-foot-long x 50-foot-wide runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilots decision to continue the landing into adverse weather conditions and failure to maintain runway alignment. A factor was the rain shower which resulted in reduced forward visibility.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - RAIN
2. (C) FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: LANDING - ROLL

Findings

3. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - TREE(S)

Factual Information

On July 21, 1997, at 1830 Alaska daylight time, a Cessna 208 airplane, N9481F, sustained substantial damage when it departed the runway at the Naknek-Tibbetts Airport, Naknek, Alaska, and impacted trees. The airline transport certificated pilot and two passengers were not injured. The airplane was operated by Peninsula Airways, Inc., of Anchorage, Alaska, as scheduled commuter flight number 354 from King Salmon, Alaska to Naknek. The flight was conducted under 14 CFR Part 135, a company VFR flight plan was filed, and visual meteorological conditions prevailed at the time of the accident.

The airplane departed the Naknek Airport at 1825, and was en route to the Tibbetts Airport, which is separated from the Naknek Airport by a drainage ditch. The flight immediately entered the pattern to land at the Tibbetts Airport. The pilot reported heavy rain began while maneuvering to land, and that he lost forward visibility while on short final. After landing, the airplane drifted off the right side of the 1,700 foot long by 50 foot wide runway, and contacted trees.

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	51, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last Medical Exam:	04/14/1997
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	18546 hours (Total, all aircraft), 204 hours (Total, this make and model), 291 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N9481F
Model/Series:	208 208	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20800070
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	07/06/1997, 100 Hour	Certified Max Gross Wt.:	8000 lbs
Time Since Last Inspection:	61 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	8670 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT-6A-114
Registered Owner:	AVION CAPITAL CORPORATION	Rated Power:	600 hp
Operator:	PENINSULA AIRWAYS INC.	Air Carrier Operating Certificate:	Commuter Air Carrier (135); Flag carrier (121); On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AKN, 57 ft msl	Observation Time:	1753 ADT
Distance from Accident Site:	12 Nautical Miles	Direction from Accident Site:	266°
Lowest Cloud Condition:	Scattered / 5000 ft agl	Temperature/Dew Point:	15° C / 12° C
Lowest Ceiling:	Broken / 8000 ft agl	Visibility	30 Miles
Wind Speed/Gusts, Direction:	5 knots, 280°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	, AK (5NK)	Type of Flight Plan Filed:	Company VFR
Destination:	NAKNEK/TIBBETTS, AK (4AK9)	Type of Clearance:	None
Departure Time:	1825 ADT	Type of Airspace:	Class G

Airport Information

Airport:	NAKNEK-TIBBETTS (4AK9)	Runway Surface Type:	Gravel
Airport Elevation:	50 ft	Runway Surface Condition:	Soft; Wet
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	1700 ft / 50 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS	Adopted Date:	11/10/1998
Additional Participating Persons:	ANTHONY L ACCURSO; ANCHORAGE, AK		
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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