



National Transportation Safety Board Aviation Accident Final Report

Location:	Kipnuk, AK	Accident Number:	ANC11LA009
Date & Time:	01/06/2011, 1326 AST	Registration:	N715HE
Aircraft:	CESSNA 208B	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	6 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The pilot of the scheduled commuter flight reported that following a normal landing approach, he landed long to avoid a bump in the runway. He applied the brakes during the landing roll, but realized the airplane was still traveling too fast to stop on the snow and ice-covered runway. He said he did not have enough area to abort the landing and applied maximum brakes. The airplane overran the departure end of the runway and impacted a ditch, coming to rest right wing and nose low. The pilot said that there were no preimpact mechanical anomalies with the airplane that would have precluded normal operations. The right wing sustained structural damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to land long on the icy snow-covered runway, resulting in a runway excursion and collision with terrain.

Findings

Aircraft	Landing distance - Capability exceeded
Personnel issues	Decision making/judgment - Pilot (Cause)
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

On January 6, 2011, about 1326 Alaska standard time, a Cessna 208B, N715HE, sustained substantial damage during landing on runway 33 at the Kipnuk Airport (PAKI), Kipnuk, Alaska. The airplane was registered to Icecap LLC Trustee, Anchorage, Alaska, and operated by Hageland Aviation, Anchorage, as scheduled commuter Flight 161 under the provisions of Title 14 Code of Federal Regulations Part 135. The commercial certificated captain, first officer, and the four passengers, were not injured. Visual meteorological conditions prevailed, and a company flight plan was active. The flight originated at Bethel, Alaska at 1240, with an intended destination of Kipnuk.

During a telephone conversation with the Safety Board investigator-in-charge, the captain reported that following an uneventful flight, he obtained the current weather conditions at PAKI from the airport's automated surface observation system, noting the wind was from the northeast at 10 knots. He said he flew over the airport, and entered a left downwind for runway 33. The captain stated that following a normal approach, he landed long on the 2120 foot long runway to avoid a bump in the runway. As the airplane touched down on the runway, he applied brakes and moved the propeller into beta. During the landing roll, he realized the airplane was still traveling too fast on the snow and ice covered runway to stop, and he did not have enough area to abort the landing. He said he applied maximum brakes, but the airplane overran the departure end of runway 33, and impacted a ditch. The airplane came to rest right wing and nose low.

Examination of the airplane by the captain revealed that the right wing was bent upwards about 3 to 4 feet inboard from the wingtip. The captain noted that there were no preimpact mechanical problems with the airplane that contributed to the accident.

History of Flight

Landing-landing roll	Runway excursion Collision with terr/obj (non-CFIT) (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	34, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	12/16/2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	10/16/2010
Flight Time:	2800 hours (Total, all aircraft), 200 hours (Total, this make and model), 2500 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	23, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:		Last Medical Exam:	
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CESSNA	Registration:	N715HE
Model/Series:	208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0603
Landing Gear Type:	Retractable - Tricycle	Seats:	9
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	9062 lbs
Time Since Last Inspection:		Engines:	1 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	ICECAP LLC TRUSTEE	Rated Power:	750 hp
Operator:	Hageland Aviation	Air Carrier Operating Certificate:	On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAKI, 11 ft msl	Observation Time:	1256 AST
Distance from Accident Site:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	-7° C / -7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.08 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bethel, AK (PABE)	Type of Flight Plan Filed:	Company VFR
Destination:	Kipnuk, AK (PAKI)	Type of Clearance:	None
Departure Time:	1240 AST	Type of Airspace:	

Airport Information

Airport:	Kipnuk Airport (PAKI)	Runway Surface Type:	Gravel
Airport Elevation:	11 ft	Runway Surface Condition:	Ice; Snow
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2120 ft / 35 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	59.932778, -164.030278 (est)

Administrative Information

Investigator In Charge (IIC):	Joshua Cawthra	Adopted Date:	05/11/2011
Additional Participating Persons:	Andrew Murray; Federal Aviation Administration; Anchorage, AK		
Publish Date:	05/11/2011		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78125		

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