



Aviation Investigation Final Report

Location:	Chignik Lagoon, Alaska	Accident Number:	ANC20CA061
Date & Time:	June 17, 2020, 15:00 Local	Registration:	N777AK
Aircraft:	Beech A36	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that, he flew the visual approach high to avoid a berm on the approach end of the runway and the airplane touched down "at or just after the first 1/3 of the runway." He then applied max braking, but the airplane overran the end of the runway, and sustained substantial damage to the engine mount and right wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper approach, which resulted in a long landing and a runway overrun.

Findings

Personnel issues	Decision making/judgment - Pilot
Aircraft	Descent/approach/glide path - Incorrect use/operation
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	27, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
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 With waivers/limitations	Last FAA Medical Exam:	November 19, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 15, 2020
Flight Time:	(Estimated) 1295 hours (Total, all aircraft), 366 hours (Total, this make and model), 1224 hours (Pilot In Command, all aircraft), 170 hours (Last 90 days, all aircraft), 112 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N777AK
Model/Series:	A36	Aircraft Category:	Airplane
Year of Manufacture:	1976	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	E-899
Landing Gear Type:	Retractable - Tricycle	Seats:	4
Date/Type of Last Inspection:	June 11, 2020 100 hour	Certified Max Gross Wt.:	4011 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	5275 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-550
Registered Owner:	Lake Clark Air, Inc.	Rated Power:	300 Horsepower
Operator:	Lake Clark Air, Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	HXXC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAJC, 18 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	23:01 Local	Direction from Accident Site:	90°
Lowest Cloud Condition:		Visibility	3 miles
Lowest Ceiling:	Overcast / 400 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	9°C / 8°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Chignik Lake, AK (A79)	Type of Flight Plan Filed:	Company VFR
Destination:	Chignik Lagoon, AK (KCL)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Chignik Lagoon KCL	Runway Surface Type:	Dirt;Gravel
Airport Elevation:	27 ft msl	Runway Surface Condition:	Soft;Wet
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	2200 ft / 90 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	56.310554,-158.53555(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Rich Peabody; FAA; Anchorage, AK
Original Publish Date:	February 2, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101508

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