



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	WPR21LA164
Date & Time:	April 3, 2021, 13:15 Local	Registration:	N215MC
Aircraft:	Cessna 208B	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (partial)	Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

The pilot reported that during the takeoff climb, he retracted the flaps, and the engine began to run rough. The pilot elected to abort the landing on the remaining runway. The airplane descended rapidly with the decreased airspeed and subsequently landed hard, sustaining substantial damage.

The passengers reported that the airplane bounced three to four times when it landed. Ground witnesses reported heavy snowfall at the time the airplane took off.

Postaccident examination of the engine revealed no evidence of any preaccident mechanical malfunctions or failures that would have precluded normal operation. The reason for the loss of engine power could not be determined based on the available evidence.

Probable Cause and Findings

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

A partial loss of engine power for reasons that could not be determined based on available evidence.

Findings

Aircraft	(general) - Unknown/Not determined
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Takeoff-rejected takeoff	Loss of engine power (partial)
Landing-flare/touchdown	Hard landing
Unknown	Loss of engine power (partial) (Defining event)

On April 03, 2021, at 1315 hours Alaska daylight time, a Cessna 208B, N215MC, was substantially damaged when it was involved in an accident near Fairbanks, Alaska. The pilot and four passengers were not injured. The airplane was operated by as a Title 14 *Code of Federal Regulations* Part 135 commercial flight.

The pilot reported that during the takeoff roll, the engine gauges “were in the green” and “everything seemed normal.” During climbout, he retracted the flaps slowly, and while retracting the last 10°, the engine began to run rough. He looked at the torque meter and saw that it was shaking and starting to drop. He knew that he was already at or past the halfway point of the runway length and with 1 mile visibility he pulled the power lever back and pointed the nose down to land. The pilot stated that with no power the airplane was losing airspeed and during the descent he tried to add flaps, but the airplane was descending rapidly and subsequently landed hard. After the airplane came to a stop, the pilot taxied the airplane off the runway.

The passengers stated that after liftoff, the engine sputtered and the airplane touched back down on the runway and bounced three or four times.

Ground witnesses reported heavy snowfall at the time the airplane took off.

Postaccident examination of the airplane revealed that the left main landing gear was bent outward. The lower fuselage was substantially damaged. Examination of the engine and testing of a fuel sample found no evidence of any preaccident mechanical malfunctions or failures that would have precluded normal operation.

Pilot Information

Certificate:	Commercial	Age:	25,Male
Airplane Rating(s):	Single-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	December 28, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 1, 2020
Flight Time:	1727.5 hours (Total, all aircraft), 649.8 hours (Total, this make and model), 688 hours (Pilot In Command, all aircraft), 251.3 hours (Last 90 days, all aircraft), 86 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:	Age:	Female
Airplane Rating(s):	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Restraint Used:	
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot: No	Last Flight Review or Equivalent:	
Flight Time:		

Passenger Information

Certificate:	Age:	Male
Airplane Rating(s):	Seat Occupied:	Unknown
Other Aircraft Rating(s):	Restraint Used:	
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot: No	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N215MC
Model/Series:	208B	Aircraft Category:	Airplane
Year of Manufacture:	1999	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B0730
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	February 5, 2021 AAIP	Certified Max Gross Wt.:	9062 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	17927.2 Hrs at time of accident	Engine Manufacturer:	P&W CANADA
ELT:	Installed, not activated	Engine Model/Series:	PT6A-114A
Registered Owner:	TATONDUK OUTFITTERS LTD DBA	Rated Power:	650 Horsepower
Operator:	TATONDUK OUTFITTERS LTD DBA	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	Everts Air Alaska	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAFA,432 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	217°
Lowest Cloud Condition:		Visibility	1 miles
Lowest Ceiling:	Broken / 1700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots / None	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	-6°C / -9°C
Precipitation and Obscuration:	Moderate - None - Mist		
Departure Point:	Fairbanks, AK	Type of Flight Plan Filed:	IFR
Destination:	Galena, AK (AGA)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	FAIRBANKS INTL AFA	Runway Surface Type:	Asphalt
Airport Elevation:	432 ft msl	Runway Surface Condition:	Snow
Runway Used:	02L	IFR Approach:	None
Runway Length/Width:	11800 ft / 150 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	64.815111,-147.85644

Administrative Information

Investigator In Charge (IIC):	Cornejo, Tealeye
Additional Participating Persons:	Patrick Hrubes; Federal Aviation Administration; Anchorage, AK
Original Publish Date:	January 31, 2023
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=102940

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).