



# Aviation Investigation Final Report

<b>Location:</b>	Chignik Lagoon, Alaska	<b>Accident Number:</b>	ANC21LA030
<b>Date &amp; Time:</b>	April 16, 2021, 10:10 Local	<b>Registration:</b>	N991AK
<b>Aircraft:</b>	Beech C-99	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	9 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Scheduled		

## Analysis

The pilot reported that, during final approach to land, he noticed a road grader operating on the far end of the runway. He made a radio transmission stating that the flight was 4 miles out on final approach and observed the road grader pull over at the opposite end of the airport and park. Believing that the operator of the road grader heard his call and parked, he proceeded with a normal approach and landing. After touchdown, he applied reverse with moderate braking. When the airplane was fully out of reverse and had slowed to about 35 mph, he noticed a large piece of foreign object debris (FOD) on the runway centerline. The FOD appeared to be about 18 inches wide and about 12 inches tall. He veered to the left in an effort to straddle the FOD with main landing gear. Subsequently, the right main landing gear struck the FOD, the right main landing gear collapsed, and the airplane slid about 75 ft down the runway centerline before coming to a stop. The airplane sustained substantial damage to the right wing.

A postaccident inspection revealed that the FOD was a chunk of ice. The pilot also learned that the road grader was not equipped with an aircraft radio.

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

The Federal Aviation Administration Supplement Alaska for the applicable airport under AIRPORT REMARKS states in part:

*Unattended. Rwy condition not monitored, recommend visual inspection prior to using. Seabirds on and invof arpt. Vehicle and pedestrians frequently use numerous roads and trails that cross rwy. Loose rocks on rwy sfc up to 6". Rwy 04-22 sfc contains numerous rocks and puddles. Several roads and trails cross Rwy 04-22. Rwy 04 thlds marked with orange reflective cones.*

## Probable Cause and Findings

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

The pilot's failure to visually inspect the runway condition before landing, which resulted in a collision with an ice chunk and main landing gear separation during landing.

### Findings

<b>Personnel issues</b>	(general) - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Expectation/assumption - Pilot
<b>Environmental issues</b>	Snow/ice - Effect on equipment

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT) (Defining event)
<b>Landing-landing roll</b>	Part(s) separation from AC
<b>Landing-landing roll</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 1, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	January 9, 2021
<b>Flight Time:</b>	(Estimated) 13724 hours (Total, all aircraft), 3020 hours (Total, this make and model), 13624 hours (Pilot In Command, all aircraft), 341 hours (Last 90 days, all aircraft), 139 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N991AK
<b>Model/Series:</b>	C-99	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1982	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U-189
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	April 8, 2021 100 hour	<b>Certified Max Gross Wt.:</b>	11380 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo prop
<b>Airframe Total Time:</b>	27917.9 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W CANADA
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	PT6A-36
<b>Registered Owner:</b>	LAKE CLARK AIR INC	<b>Rated Power:</b>	783 Horsepower
<b>Operator:</b>	LAKE CLARK AIR INC	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAJC,18 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	09:57 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.49 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK (MRI)	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Chignik Lagoon, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	08:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	CHIGNIK LAGOON KCL	<b>Runway Surface Type:</b>	Dirt;Gravel
<b>Airport Elevation:</b>	27 ft msl	<b>Runway Surface Condition:</b>	Dry;Ice;Rough
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2200 ft / 90 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	8 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	9 None	<b>Latitude, Longitude:</b>	56.31084,-158.5348(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Douglas Epps; FAA; Anchorage, AK
<b>Original Publish Date:</b>	October 19, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=102941">https://data.ntsb.gov/Docket?ProjectID=102941</a>

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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](#).