



# Aviation Investigation Final Report

<b>Location:</b>	ALEKNAGIK, Alaska	<b>Accident Number:</b>	ANC98LA090
<b>Date &amp; Time:</b>	July 1, 1998, 15:45 Local	<b>Registration:</b>	N456TA
<b>Aircraft:</b>	Cessna 206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The certificated commercial pilot was landing on a remote gravel runway. During a telephone conversation with the National Transportation Safety Board investigator-in-charge, on July 1, 1998, the pilot reported that while landing to the west, he inadvertently flew further down the runway and landed about midfield of the 1,150 feet long runway. He stated that after touchdown he was unable to stop the airplane before it went down an embankment at the end of the runway, and nosed over. In his written statement to the NTSB dated September 1, 1998, the pilot reported that while landing to the west, he encountered an unexpected 'wind change' from the east. He said that the tailwind caused the airplane's ground speed to accelerate, and after touchdown, he was unable to stop prior to reaching the runway end. The airplane's left wing sustained substantial damage.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain a proper touchdown point during landing. A factor associated with the accident is the presence of a variable wind condition, and the pilot's decision not to perform a go-around.

## Findings

Occurrence #1: OVERRUN  
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

-----

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

## Factual Information

On July 1, 1998, about 1545 Alaska daylight time, a wheel equipped Cessna 206G airplane, N456TA, sustained substantial damage while landing at the Aleknagik Airstrip, Aleknagik, Alaska. The airplane was being operated as a visual flight rules (VFR) flight under Title 14, CFR Part 91, when the accident occurred. The airplane is registered to, and operated by, Arctic Circle Air, Inc. The certificated commercial pilot, and the one passenger aboard were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Dillingham Airport, Dillingham, Alaska, about 1530.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge, on July 1, 1998, the pilot reported that while landing to the west, he inadvertently flew further down the runway and landed about midfield of the 1,150 feet long runway. He stated that after touchdown he was unable to stop the airplane before it went down an embankment at the end of the runway, and nosed over.

In his written statement to the NTSB dated September 1, 1998, the pilot reported that while landing to the west, he encountered an unexpected "wind change" from the east. He said that the tailwind caused the airplane's ground speed to accelerate, and after touchdown, he was unable to stop prior to reaching the runway end.

The airplane's left wing sustained substantial damage.

The pilot noted that there were no preaccident mechanical anomalies with the airplane.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	43, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical—no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 28, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9500 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N456TA
<b>Model/Series:</b>	206G 206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U2060503
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 9, 1998 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	61 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6746 Hrs	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-520F
<b>Registered Owner:</b>	ARCTIC AIR GROUP, INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	ARCTIC CIRCLE AIR	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	ARCTIC CIRCLE AIR	<b>Operator Designator Code:</b>	ACSA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 4500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	150°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 9°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DILLINGHAM , AK (DLG )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	ALEKNAGIK MISSION SCHOOL Z35	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	150 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1150 ft / 35 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	59.240711,-158.620498(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Clinton
<b>Additional Participating Persons:</b>	AUSTIN E COLLIER (FAA); ANCHORAGE , AK
<b>Original Publish Date:</b>	July 2, 1999
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=43061">https://data.ntsb.gov/Docket?ProjectID=43061</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).