



# Aviation Investigation Final Report

<b>Location:</b>	DELTA JUNCTION, Alaska	<b>Accident Number:</b>	ANC00LA043
<b>Date &amp; Time:</b>	April 12, 2000, 16:20 Local	<b>Registration:</b>	N8255Q
<b>Aircraft:</b>	Cessna U206F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The commercial certificated pilot was landing at a remote mining airstrip. He was flying a load of fuel to the airstrip. The airstrip, oriented north/south is 1,500 feet long, and 75 feet wide. The pilot said he was landing toward the north with about a 15 knot headwind. He said the south end of the airstrip was covered by mud and water from melting snow, and the north end of the strip was covered by snow. He overflew the area of water, and touched down on the snow. As he touched down, the headwind decreased to zero. He was unable to stop the airplane from going off the end of the airstrip. The airplane received damage to the left main landing gear attach point, the left gear, and about four feet of the outboard end of the left wing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing. Factors in the accident were snow-covered terrain, and a short runway/landing area.

## Findings

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

- Findings
1. (F) TERRAIN CONDITION - SNOW COVERED

2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SHORT RUNWAY/LANDING AREA

## Factual Information

On April 12, 2000, about 1620 Alaska daylight time, a Cessna U206F airplane, N8255Q, sustained substantial damage during landing at a remote airstrip, about 46 miles east of Delta Junction, Alaska, about latitude 64 degrees, 27 minutes north, and longitude 144 degrees, 56 minutes west. The airplane was being operated as a visual flight rules (VFR) business flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Allwest Freight Inc., Sterling, Alaska. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. The flight originated at the Delta Junction Airport, about 1600.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on April 13, 2000, at 1145, the pilot reported he was flying a load of fuel to a remote mining airstrip. The airstrip, oriented north/south, is 1,500 feet long, and 75 feet wide. The pilot said he was landing toward the north with about a 15 knot headwind. He said the south end of the airstrip was covered by mud and water from melting snow, and the north end of the strip was covered by snow. He overflew the area of water, and touched down on the snow. As he touched down, the headwind decreased to zero. He was unable to stop the airplane from going off the end of the airstrip. The airplane received damage to the left main landing gear attach point, the left gear, and about four feet of the outboard end of the left wing.

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	50, 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>	May 19, 1999
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 8000 hours (Total, this make and model), 150 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N8255Q
<b>Model/Series:</b>	U206F U206F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20603116
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Annual	<b>Certified Max Gross Wt.:</b>	3300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>		<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	ALLWEST FREIGHT INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	W1PC

## 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>	Clear	<b>Visibility</b>	40 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	7°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	DELTA JUNCTION , AK (D66 )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	16:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	POGO MINE	<b>Runway Surface Type:</b>	Gravel
<b>Airport Elevation:</b>	1350 ft msl	<b>Runway Surface Condition:</b>	Ice;Snow
<b>Runway Used:</b>	36	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1500 ft / 75 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>	63.700908,-144.89064(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	STEVE LINDSEY (FAA); FAIRBANKS , AK
<b>Original Publish Date:</b>	May 9, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=48945">https://data.ntsb.gov/Docket?ProjectID=48945</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](#).