



Aviation Investigation Final Report

Location:	Sunriver, Oregon	Accident Number:	SEA02LA029
Date & Time:	December 29, 2001, 01:55 Local	Registration:	N852AL
Aircraft:	Pilatus PC-12	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot reported that he missed the first approach into the airstrip, however, he landed on the second attempt. After touchdown, the aircraft veered left despite the pilot's corrective control inputs, and collided with a snow bank 1/3 of the way down the runway. The pilot reported that the wind remained calm at the time of the accident. The runway surface was reported to be icy, and some runway lights were obscured by snow. There was no report of a mechanical failure or malfunction with the aircraft at the time.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the landing roll. An icy runway and a snow bank were factors.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - SNOWBANK

Factual Information

On December 29, 2001, at 0155 Pacific standard time, a Pilatus PC-12, N852AL, registered to St. Charles Medical Center, and operated by Air Methods as a 14 CFR Part 91 positioning flight, ran off the side of the runway during landing at Sunriver, Oregon, and collided with a snow bank. Visual meteorological conditions prevailed at the accident time. An instrument flight rules flight plan was filed and then cancelled before landing. The aircraft was substantially damaged and the airline transport pilot and his passenger were not injured. The flight originated from Portland, Oregon, at an unknown time.

The pilot reported in a written statement that he missed the first approach into Sunriver, however, during the second attempt, the aircraft landed. The pilot stated, "Upon touchdown the aircraft veered left without control input and I tried to counter right with rudder, aileron and brake but they were ineffective". The aircraft then collided with a snow bank about 1/3 of the way down the runway. The pilot further stated that the winds remained calm throughout the accident sequence.

A representative at the airport reported to the Federal Aviation Administration inspector from the Hillsboro, Oregon Flight Standards District Office that the runway surface was icy, and some of the runway lights were obscured by snow.

There was no report of a mechanical failure or malfunction with the aircraft at the time of the accident.

The aircraft was moved to a maintenance facility in Boise, Idaho, for repairs. On January 16, 2002, maintenance personnel completed the assessment of damage to the aircraft and reported to the NTSB that the aircraft was structurally damaged.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	40, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 26, 2001
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 24, 2001
Flight Time:	4936 hours (Total, all aircraft), 4771 hours (Pilot In Command, all aircraft), 59 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Pilatus	Registration:	N852AL
Model/Series:	PC-12	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	213
Landing Gear Type:	Retractable - Tricycle	Seats:	5
Date/Type of Last Inspection:	December 25, 2001 AAIP	Certified Max Gross Wt.:	9921 lbs
Time Since Last Inspection:	4.5 Hrs	Engines:	1 Turbo prop
Airframe Total Time:	1068.3 Hrs at time of accident	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6-67B
Registered Owner:	St. Charles Medical Center	Rated Power:	1200 Lbs thrust
Operator:	Air Methods	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	QMLA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	RDM,3077 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	01:56 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	0.2 miles
Lowest Ceiling:	Overcast / 100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.95 inches Hg	Temperature/Dew Point:	-5°C / -5°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	Portland, OR (PDX)	Type of Flight Plan Filed:	IFR
Destination:	(S21)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Sunriver S21	Runway Surface Type:	Asphalt
Airport Elevation:	4164 ft msl	Runway Surface Condition:	Ice
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	5455 ft / 70 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	43.87611,-121.453056

Administrative Information

Investigator In Charge (IIC):	Eckrote, Debra
Additional Participating Persons:	Johnny D Miller; FAA-FSDO; Hillsboro, OR
Original Publish Date:	June 3, 2002
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=54027

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](#).