



# Aviation Investigation Final Report

<b>Location:</b>	SLATE CREEK, Alaska	<b>Accident Number:</b>	ANC93LA009
<b>Date &amp; Time:</b>	October 23, 1992, 11:30 Local	<b>Registration:</b>	N9138M
<b>Aircraft:</b>	CESSNA 206	<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 AIRSTRIP WAS PLOWED TO 2/3 OF ITS WIDTH FOR ITS ENTIRE 1000 FOOT LENGTH. THE PILOT STATED THAT A PICKUP TRUCK WAS PARKED ON THE FAR END OF THE RUNWAY, ON THE RUNWAY. HE REPORTED THE BRAKING ACTION AS NIL AND WAS UNABLE TO STOP PRIOR TO REACHING THE PICKUP TRUCK. HE ATTEMPTED TO COMPLETE THE LANDING ROLL OUT BETWEEN THE PICKUP TRUCK AND THE SNOWBANK. THE AIRPLANE'S RIGHT WING STRUCK THE PICKUP TRUCK AND THE LEFT HORIZONTAL STABILIZER STRUCK THE SNOWBANK. THE PILOT WAS LANDING UPHILL BECAUSE THE AIRSTRIP IS CONSIDERED TO BE ONE WAY IN AND ONE WAY OUT.

## Probable Cause and Findings

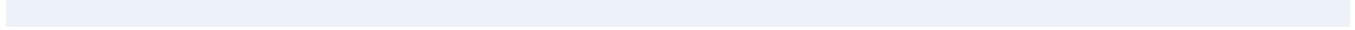
The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE ICY CONDITION OF THE RUNWAY AND THE DISCONTINUED SNOW REMOVAL.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
2. (C) AIRPORT SNOW REMOVAL - DISCONTINUED - OTHER MAINTENANCE PERSONNEL
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - UPHILL



## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; 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--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	January 27, 1992
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9500 hours (Total, all aircraft), 500 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 138 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9138M
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20601538
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	June 20, 1992 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	138 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	THORESON, OSCAR B.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	THORESON, OSCAR B.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## 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>		<b>Visibility</b>	3 miles
<b>Lowest Ceiling:</b>	Overcast / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-7°C
<b>Precipitation and Obscuration:</b>	N/A - None - Haze		
<b>Departure Point:</b>	GULKANA , AK (GKN )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SLATE CREEK	<b>Runway Surface Type:</b>	Ice
<b>Airport Elevation:</b>	4300 ft msl	<b>Runway Surface Condition:</b>	Ice
<b>Runway Used:</b>	28	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 80 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>	63.699493,-144.889404(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	STEVE LINDSEY; FAIRBANKS , AK
<b>Original Publish Date:</b>	August 30, 1993
<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=5848">https://data.ntsb.gov/Docket?ProjectID=5848</a>

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