



Aviation Investigation Final Report

Location:	BRADLEY LAKE, Alaska	Accident Number:	ANC93LA035
Date & Time:	February 20, 1993, 07:57 Local	Registration:	N5036U
Aircraft:	CESSNA 206	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Serious, 1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT SAID THAT HE ELECTED NOT TO POLISH OR REMOVE THE FROST FROM THE AIRFOIL SURFACES OF THE PLANE DURING THE PREFLIGHT BECAUSE HE DID NOT BELIEVE THAT IT WAS HEAVY OR COARSE ENOUGH TO BE OF ANY CONSEQUENCE TO THE TAKEOFF PERFORMANCE OF THE AIRPLANE. HALFWAY DOWN THE 2,000 FOOT STRIP, THE PILOT COMMENCED TO ROTATE THE AIRPLANE FOR LIFTOFF BUT THE AIRPLANE REMAINED ON THE RUNWAY. THE PILOT SAID THAT, 'THE AIRPLANE FELT LIKE IT WAS STUCK TO THE RUNWAY'. A SECOND ATTEMPT WAS IMMEDIATELY MADE TO GET THE AIRPLANE TO FLY. THE AIRPLANE MAY HAVE ATTAINED AN ALTITUDE OF ONE TO TWO FEET BEFORE SETTLING BACK ONTO THE RUNWAY. THE PILOT REDUCED ENGINE POWER IN ANTICIPATION OF ABORTING THE TAKEOFF BUT QUICKLY CHANGED HIS MIND BECAUSE THERE WAS ONLY ABOUT 500 FEET OF RUNWAY REMAINING AND HE DID NOT BELIEVE THERE WAS SUFFICIENT ROOM AVAILABLE TO SAFELY STOP THE AIRPLANE. THE AIRPLANE DEPARTED THE END OF THE AIRSTRIP AT APPROXIMATELY 85 KNOTS, STRUCK A THRESHOLD LIGHT, AND ATTAINED AN ALTITUDE OF ABOUT THREE FEET BEFORE COLLIDING WITH A PERIMETER FENCE AND ROCK COVERED TERRAIN.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND NOT REMOVING THE FROST FROM THE PLANE'S AIRFOIL SURFACES BEFORE TAKEOFF AND NOT ABORTING THE TAKEOFF WHEN THE AIRPLANE SHOWED NO SIGN OF WANTING TO FLY AT THE INITIAL ROTATION POINT/AIRSPEED. A FACTOR IN THE ACCIDENT WAS THE ICING CONDITIONS.

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (F) WEATHER CONDITION - ICING CONDITIONS
2. (C) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. (C) ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

4. OBJECT - RUNWAY LIGHT

Occurrence #3: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

5. OBJECT - FENCE

Occurrence #4: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	30, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 28, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4400 hours (Total, all aircraft), 2145 hours (Total, this make and model), 4350 hours (Pilot In Command, all aircraft), 191 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5036U
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2060036
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	February 8, 1993 AAIP	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8475 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520F
Registered Owner:	VERN L. LOFSTEDT	Rated Power:	300 Horsepower
Operator:	SOUTH CENTRAL AIR	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	SOCA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 10000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-2°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	HOMER , AK (HOM)	Type of Clearance:	None
Departure Time:	07:57 Local	Type of Airspace:	Class G

Airport Information

Airport:	BRADLEY LAKE	Runway Surface Type:	Gravel
Airport Elevation:	25 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	2000 ft / 50 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Serious, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 Serious, 1 None	Latitude, Longitude:	59.399246,-151.320724(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	RALPH PACK; ANCHORAGE , AK
Original Publish Date:	November 3, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5864

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](#).