



Aviation Investigation Final Report

Location:	Nanwalek, Alaska	Accident Number:	ANC10LA021
Date & Time:	March 5, 2010, 16:30 Local	Registration:	N734JM
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

Prior to touchdown on the snow and ice covered gravel runway with 850 feet of usable length, the pilot reported that the airplane floated a little, but the touchdown point and touchdown were normal. When he applied the brakes, he indicated that there was very little to no braking action. The airplane slid towards the right while in a left yaw, which he was able to correct when the braking action improved. The airplane continued to the end of the runway and impacted a snowbank. The pilot reported there were no preimpact mechanical problems with the airplane. He noted that he walked the runway after the accident, and determined that the braking action would have been slightly better had he landed in the opposite direction. The US Department of Transportation's Alaska Airport Supplement indicates that the runway should be visually checked for condition before use.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to land on a short, icy runway with poor braking action, resulting in a runway overrun/excursion and collision with a snowbank.

Findings

Aircraft	Landing distance - Capability exceeded
Personnel issues	Decision making/judgment - Pilot
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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On March 5, 2010, about 1630 Alaska standard time, a Cessna U206G, N734JM, registered to and operated by Smokey Bay Air, Inc., Homer, Alaska, collided with a snowbank during the landing roll at Nanwalek Airport, Nanwalek, Alaska. Visual meteorological conditions prevailed, and a company visual flight rules (VFR) flight plan was filed for the 14 Code of Federal Regulations (CFR) Part 135, scheduled domestic passenger flight from the Homer Airport, Homer. The airplane sustained substantial damage to the left wing. The airline transport certificated pilot and the sole passenger were not injured. The flight originated from Homer about 1600.

The pilot stated that the approach to runway 01 was normal, but the airplane floated a little before touchdown on the snow and ice covered gravel runway. The touchdown and touchdown point were normal, and during the landing roll he retracted the flaps and applied the brakes but later reported the braking action as "...very little to no braking action." The airplane slid towards the right while in a left yaw, and he regained some braking action, correcting the left yaw. The airplane continued to the end of the runway and impacted a snowbank with the right main landing gear, causing the airplane to yaw to the right. The left main landing gear then contacted the snowbank, causing the left wing to drop and strike a snowbank. The pilot reported there was no preimpact mechanical failure or malfunction of the airplane or of its systems. He later walked the runway, and determined that the braking action would have been slightly better had he landed the other direction.

The pilot, age 29, holds commercial, airline transport, and flight instructor pilot certificates. At the commercial level, he has airplane single engine land and sea ratings. His last first class medical certificate with no medical restrictions was issued October 29, 2009.

The submitted NTSB Pilot/Operator Aircraft Accident/Incident Report indicated the pilots' total time in all aircraft was 5,000 hours, and he listed having 1,500 hours in the accident make and model airplane.

According to the operator's Director of Maintenance, six stringers in the left wing and the outer rib were damaged, requiring removal and replacement.

The Nanwalek Airport is equipped with one runway designated 01/19. The US Department of Transportation's Alaska Airport Supplement indicates the gravel runway is 1,850 feet long and 50 feet wide, with the north 1,000 feet closed indefinitely. The supplement also notes that the approach to runway 01 is restricted by an abrupt mountain face located .21 nautical mile from

the approach end, and the runway is not routinely maintained. The supplement states that the runway should be visually inspected for condition before use.

A surface observation weather report taken at Seldovia Airport at 1619, or approximately 11 minutes before the accident, indicates the wind was calm and the visibility was 6 statute miles with light rain and mist. A ceiling of broken clouds existed at 2,500 feet and overcast clouds existed at 3,100 feet. The temperature and dew point were both reported as 01 degrees Celsius. The altimeter setting was 28.69 inches of Mercury. The Seldovia Airport is located approximately 9 nautical miles and 028 degrees magnetic from the accident airport.

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	October 29, 2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 5, 2009
Flight Time:	5000 hours (Total, all aircraft), 1500 hours (Total, this make and model), 4800 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N734JM
Model/Series:	U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604839
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 3, 2010 AAIP	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	15676 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	SMOKEY BAY AIR INC	Rated Power:	285 Horsepower
Operator:	SMOKEY BAY AIR INC	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:		Operator Designator Code:	X53A

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PASO,29 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	16:19 Local	Direction from Accident Site:	31°
Lowest Cloud Condition:		Visibility	6 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28.69 inches Hg	Temperature/Dew Point:	1°C / 1°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Homer, AK (PAHO)	Type of Flight Plan Filed:	Company VFR
Destination:	Nanwalek, AK (KEB)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	Nanwalek Airport KEB	Runway Surface Type:	Gravel
Airport Elevation:	27 ft msl	Runway Surface Condition:	Holes;Ice;Slush covered;Snow;Wet
Runway Used:	01	IFR Approach:	None
Runway Length/Width:	850 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	59.353332,-151.930557(est)

Administrative Information

Investigator In Charge (IIC):	Monville, Timothy
Additional Participating Persons:	William Bohman; FAA/FSDO; Anchorage, AK
Original Publish Date:	April 28, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=75469

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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](#).