



# Aviation Investigation Final Report

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<b>Location:</b>	Gustavus, Alaska	<b>Accident Number:</b>	ANC14CA076
<b>Date &amp; Time:</b>	September 6, 2014, 15:30 Local	<b>Registration:</b>	N3862G
<b>Aircraft:</b>	Cessna U206B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	5 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot was landing at a private airport that is used to support fish cannery operations. A road runs parallel to the runway with multiple intersections where motor vehicles cross the runway. The airport is equipped with a pre-landing alert system to warn ground personnel that an aircraft is approaching. The pilot keys the aircraft radios push to talk switch multiple times, which activates a series of flashing lights and horns.

The pilot reported that before landing he activated the pre-landing alert system, and proceeded to land to the North. After touchdown, but during the landing rollout, at approximately 30 miles per hour, a truck entered the runway and struck the left side of the airplane. The airplane sustained substantial damage to the left horizontal stabilizer and elevator. The pilot stated that there were no preaccident mechanical anomalies with the airplane that would have precluded normal operation.

In the recommendation section of the NTSB Accident/Incident Reporting Form 6120.1, the pilot stated that the accident may have been avoided if the cannery provided initial and recurrent training for all employees on runway safety and aircraft operations. In addition, the pilot recommended better signage be incorporated at all runway intersection crossings, and brush and trees be cleared from the vicinity of the runway thereby increasing visibility.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The motor vehicles operators' lack of attention, and improper decision to cross the runway with the runway alert system active, resulting in a collision with the airplane.

## Findings

<b>Personnel issues</b>	Use of equip/system - Other
<b>Personnel issues</b>	Monitoring environment - Other
<b>Personnel issues</b>	Identification/recognition - Other

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Miscellaneous/other (Defining event)
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	27
<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>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 1, 2013
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 10, 2014
<b>Flight Time:</b>	3077 hours (Total, all aircraft), 256 hours (Total, this make and model), 2051 hours (Pilot In Command, all aircraft), 256 hours (Last 90 days, all aircraft), 107 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N3862G
<b>Model/Series:</b>	U206B	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1967	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U206-0862
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	September 3, 2014 Annual	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8138 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	IO-520F
<b>Registered Owner:</b>	Glacial Aviation LLC	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	Fjord Flying Service	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAGS,35 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	70°
<b>Lowest Cloud Condition:</b>	Few / 500 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	300°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.88 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 11°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	Gustavus, AK (PAGS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gustavus, AK (EXI )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Excursion Inlet EXI	<b>Runway Surface Type:</b>	Dirt;Gravel
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	SE	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	4 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	5 None	<b>Latitude, Longitude:</b>	58.25,-135.259994(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Banning, David
<b>Additional Participating Persons:</b>	Greg Horrell; Federal Aviation Administration; Juneau, AK
<b>Original Publish Date:</b>	December 5, 2014
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=90049">https://data.nts.gov/Docket?ProjectID=90049</a>

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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](#).