



Aviation Investigation Final Report

Location:	Gambell, Alaska	Accident Number:	ANC19CA002
Date & Time:	October 3, 2018, 15:00 Local	Registration:	N575Q
Aircraft:	Beech 1900	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	9 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

According to the flight crew, the instrument approach was flown above the glideslope in anticipation of mechanical turbulence. As the airplane descended through 500 ft, the pilot monitoring notified the pilot flying that the airplane was high on the approach. The airplane continued the approach above the glideslope, and the landing flare was conducted too high, which resulted in an excessive sink rate. The pilot flying attempted to arrest the sink rate but was unable to do so, and the airplane landed harder than expected, which resulted in a tail strike and substantial damage to the lower aft fuselage.

Probable Cause and Findings

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

The pilot's unstabilized approach and improper landing flare, which resulted in a hard landing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Landing flare - Not attained/maintained
Aircraft	Descent/approach/glide path - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Miscellaneous/other
Landing-flare/touchdown	Hard landing (Defining event)
Landing-flare/touchdown	Attempted remediation/recovery

Pilot Information

Certificate:	Airline transport	Age:	37, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	5-point
Instrument Rating(s):	Airplane; Helicopter	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 28, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	September 7, 2018
Flight Time:	4415 hours (Total, all aircraft), 220 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Co-pilot Information

Certificate:	Airline transport	Age:	60, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	August 22, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 3, 2018
Flight Time:	11081 hours (Total, all aircraft), 686 hours (Total, this make and model), 11052 hours (Pilot In Command, all aircraft), 337 hours (Last 90 days, all aircraft), 105 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Beech	Registration:	N575Q
Model/Series:	1900 C	Aircraft Category:	Airplane
Year of Manufacture:	1991	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	UC-160
Landing Gear Type:	Tricycle	Seats:	11
Date/Type of Last Inspection:	September 11, 2018 Continuous airworthiness	Certified Max Gross Wt.:	16600 lbs
Time Since Last Inspection:		Engines:	2 Turbo prop
Airframe Total Time:	47493.9 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	PT6A-65B
Registered Owner:	Icecap LLC Trustee	Rated Power:	1173 Horsepower
Operator:	Hageland Aviation	Operating Certificate(s) Held:	Commuter air carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAGM	Distance from Accident Site:	
Observation Time:	23:33 Local	Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	21 knots / 28 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.2 inches Hg	Temperature/Dew Point:	9°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Nome, AK (OME)	Type of Flight Plan Filed:	IFR
Destination:	Gambell, AK (GAM)	Type of Clearance:	IFR
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Gambell GAM	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	29 ft msl	Runway Surface Condition:	Dry
Runway Used:	16	IFR Approach:	RNAV
Runway Length/Width:	4499 ft / 96 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	9 None	Latitude, Longitude:	63.772777,-171.734725(est)

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	James Howery; Federal Aviation Administration; Anchorage, AK
Original Publish Date:	March 18, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98451

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