



National Transportation Safety Board Aviation Accident Final Report

Location:	Gambell, AK	Accident Number:	ANC19CA002
Date & Time:	10/03/2018, 1500 AKD	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

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

Factual Information

History of Flight

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

Certificate:	Airline Transport	Age:	37, Male
Airplane Rating(s):	Multi-engine Land; Single-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:	02/28/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/07/2018
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):	Multi-engine Land; Single-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:	08/22/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	07/03/2018
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:	No
Airworthiness Certificate:	Normal	Serial Number:	UC-160
Landing Gear Type:	Tricycle	Seats:	11
Date/Type of Last Inspection:	09/11/2018, Continuous Airworthiness	Certified Max Gross Wt.:	16600 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:	47493.9 Hours 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 hp
Operator:	Hageland Aviation	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAGM	Distance from Accident Site:	
Observation Time:	2333 UTC	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:	AKD	Type of Airspace:	Class E

Airport Information

Airport:	Gambell (GAM)	Runway Surface Type:	Asphalt; Concrete
Airport Elevation:	29 ft	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:	63.772778, -171.734722 (est)

Administrative Information

Investigator In Charge (IIC):	David B Banning	Report Date:	03/18/2019
Additional Participating Persons:	James Howery; Federal Aviation Administration; Anchorage, AK		
Publish Date:	06/03/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98451		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).