



National Transportation Safety Board Aviation Accident Final Report

Location:	ALEKNAGIK, AK	Accident Number:	ANC98LA090
Date & Time:	07/01/1998, 1545 AKD	Registration:	N456TA
Aircraft:	Cessna 206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The certificated commercial pilot was landing on a remote gravel runway. During a telephone conversation with the National Transportation Safety Board investigator-in-charge, on July 1, 1998, the pilot reported that while landing to the west, he inadvertently flew further down the runway and landed about midfield of the 1,150 feet long runway. He stated that after touchdown he was unable to stop the airplane before it went down an embankment at the end of the runway, and nosed over. In his written statement to the NTSB dated September 1, 1998, the pilot reported that while landing to the west, he encountered an unexpected 'wind change' from the east. He said that the tailwind caused the airplane's ground speed to accelerate, and after touchdown, he was unable to stop prior to reaching the runway end. The airplane's left wing sustained substantial damage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to attain a proper touchdown point during landing. A factor associated with the accident is the presence of a variable wind condition, and the pilot's decision not to perform a go-around.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2: NOSE OVER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - DROP-OFF/DESCENDING EMBANKMENT

Factual Information

On July 1, 1998, about 1545 Alaska daylight time, a wheel equipped Cessna 206G airplane, N456TA, sustained substantial damage while landing at the Aleknagik Airstrip, Aleknagik, Alaska. The airplane was being operated as a visual flight rules (VFR) flight under Title 14, CFR Part 91, when the accident occurred. The airplane is registered to, and operated by, Arctic Circle Air, Inc. The certificated commercial pilot, and the one passenger aboard were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Dillingham Airport, Dillingham, Alaska, about 1530.

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In his written statement to the NTSB dated September 1, 1998, the pilot reported that while landing to the west, he encountered an unexpected "wind change" from the east. He said that the tailwind caused the airplane's ground speed to accelerate, and after touchdown, he was unable to stop prior to reaching the runway end.

The airplane's left wing sustained substantial damage.

The pilot noted that there were no preaccident mechanical anomalies with the airplane.

Pilot Information

Certificate:	Commercial	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/28/1998
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	9500 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9500 hours (Pilot In Command, all aircraft), 75 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N456TA
Model/Series:	206G 206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U2060503
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	06/09/1998, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	61 Hours	Engines:	1 Reciprocating
Airframe Total Time:	6746 Hours	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	IO-520F
Registered Owner:	ARCTIC AIR GROUP, INC.	Rated Power:	300 hp
Operator:	ARCTIC CIRCLE AIR	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	ARCTIC CIRCLE AIR	Operator Designator Code:	ACSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 9° C
Precipitation and Obscuration:			
Departure Point:	DILLINGHAM, AK (DLG)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1530 ADT	Type of Airspace:	Class G

Airport Information

Airport:	ALEKNAGIK MISSION SCHOOL (Z35)	Runway Surface Type:	Gravel
Airport Elevation:	150 ft	Runway Surface Condition:	
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1150 ft / 35 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CLINTON O JOHNSON	Report Date:	07/02/1999
Additional Participating Persons:	AUSTIN E COLLER (FAA); ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.ntsbt.gov/pubdms/ .		

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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](#).