



National Transportation Safety Board Aviation Accident Data Summary

Location:	ALEKNAGIK, AK	Accident Number:	ANC98LA090
Date & Time:	07/01/1998, 1545 AKD	Registration:	N456TA
Aircraft:	Cessna 206G	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

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

Pilot Information

Certificate:	Commercial	Age:	43
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	ARCTIC CIRCLE AIR	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520F
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	Overcast / 4500 ft agl	Wind Speed/Gusts, Direction:	8 knots / 15 knots, 150°
Temperature:	12° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	DILLINGHAM, AK (DLG)	Destination:	

Airport Information

Airport:	ALEKNAGIK MISSION SCHOOL (Z35)	Runway Surface Type:	Gravel
Runway Used:	27	Runway Surface Condition:	
Runway Length/Width:	1150 ft / 35 ft		

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): CLINTON O JOHNSON

Adopted Date: 07/02/1999

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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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.