



National Transportation Safety Board Aviation Accident Final Report

Location:	HOLY CROSS, AK	Accident Number:	ANC00LA033
Date & Time:	03/04/2000, 1230 AST	Registration:	N407GV
Aircraft:	Cessna 208B	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The commercial certificated pilot departed on a scheduled flight. During cruise, about fifteen minutes after takeoff, he heard a bang. After landing at the destination airport, damage was discovered to the horizontal stabilizer. The left mud flap, normally positioned at the aft side of the main landing gear tire, was missing. The horizontal stabilizer was dented, and had damage to the auxiliary spar.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An in-flight separation of a main landing gear tire mud flap, and subsequent impact with the horizontal stabilizer.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: CRUISE

Findings

1. (C) MISC EQPT/FURNISHINGS - SEPARATION
2. (C) HORIZONTAL STABILIZER - FOREIGN OBJECT DAMAGE

Factual Information

On March 4, 2000, about 1230 Alaska standard time, a wheel equipped Cessna 208B airplane, N407GV, sustained substantial damage during cruise flight between Holy Cross, Alaska, and Aniak, Alaska. The location of the occurrence was about 18 miles south of Holy Cross, about latitude 61 degrees, 54 minutes north, and longitude 159 degrees, 40 minutes west. The airplane was being operated as a visual flight rules (VFR) scheduled flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated as Flight 2602 by Hageland Aviation Services Inc., Anchorage, Alaska. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect. The flight originated at the Holy Cross airport, about 1215.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on March 6, 2000, the director of operations for the company reported the flight was carrying U.S. mail. The pilot was in cruise flight when he heard a bang. After landing at Aniak, damage was discovered to the horizontal stabilizer. The left mud flap, normally positioned at the aft side of the main landing gear tire, was missing. The horizontal stabilizer was dented, and had damage to the auxiliary spar.

Pilot Information

Certificate:	Commercial	Age:	44, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	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--w/ waivers/lim.	Last FAA Medical Exam:	08/09/1999
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	5600 hours (Total, all aircraft), 700 hours (Total, this make and model), 262 hours (Last 90 days, all aircraft), 176 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N407GV
Model/Series:	208B 208B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	208B0616
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	03/14/2000, AAIP	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:	102 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	3800 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6-114A
Registered Owner:	HAGELAND AVIATION SERVICES INC	Rated Power:	650 hp
Operator:	HAGELAND AVIATION SERVICES INC	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	EPUA

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:	Broken / 6000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-9° C
Precipitation and Obscuration:			
Departure Point:	HOLY CROSS, AK (4Z4)	Type of Flight Plan Filed:	Company VFR
Destination:	ANIAK, AK (PANI)	Type of Clearance:	None
Departure Time:	1215 AST	Type of Airspace:	Class G

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): SCOTT ERICKSON **Report Date:** 05/09/2001

Additional Participating Persons: JACK SEYMOUR (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 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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).