



National Transportation Safety Board Aviation Accident Final Report

Location:	BETHEL, AK	Accident Number:	ANC01LA017
Date & Time:	11/03/2000, 1345 AST	Registration:	N7336U
Aircraft:	Cessna 207A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The certificated commercial pilot was departing runway 29, from intersection Echo. He noted that the gravel runway had a light accumulation of heavy, wet snow/slush, and estimated about 1,500 feet of runway remained from intersection Echo. During the departure roll, the airplane veered to the left, and he applied full right rudder to correct the veer. He was unable to correct the veer, so he closed the throttle, aborted the takeoff, and applied maximum braking. The airplane ran off the end of the runway, down an embankment, and struck a chain link fence. The airplane sustained substantial damage to both wings. Airport personnel reported that when departing runway 29 from intersection Echo, the published usable runway remaining is 1,350 feet. The published usable full-length of runway 29, is 1,850 feet. At the time of the accident winds were reported to be from 093 degrees (magnetic) at 9 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to use all available runway. Factors associated with the accident were the pilot's inadequate preflight planning/preparation, a short runway, a tailwind, and a slush-covered runway.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
2. (F) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. (F) TERRAIN CONDITION - SHORT RUNWAY/LANDING AREA
4. (F) WEATHER CONDITION - TAILWIND
5. (F) TERRAIN CONDITION - SLUSH COVERED

Occurrence #2: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

6. OBJECT - FENCE

Factual Information

On November 3, 2000, about 1345 Alaska standard time, a wheel equipped Cessna 207A airplane, N7336U, sustained substantial damage during an aborted takeoff from the Bethel Airport, Bethel, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand cargo flight transporting mail under Title 14, CFR Part 135, when the accident occurred. The airplane was owned by Flight Alaska, Inc., doing business as Yute Air Alaska. The solo commercial pilot was not injured. Visual meteorological conditions prevailed, and company visual flight rules (VFR) flight following procedures were in effect for the flight to Kongiganak, Alaska.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on November 3, the pilot reported that while taxiing from the parking apron, en route to the departure runway, the Bethel Air Traffic Control Tower (ATCT) advised him that an immediate departure would be possible if he was able to accept another runway, runway 29. The pilot said that after accepting the alternate runway, he taxied onto runway 29 at intersection Echo. He said runway 29 was a gravel runway that had a light accumulation of heavy, wet snow/slush, and estimated that he would have about 1,500 feet of runway remaining from intersection Echo. The pilot said while departing runway 29, the airplane veered to the left, and he applied full right rudder to correct the veer. He said that he was unable to correct the veer, so he closed the throttle, aborted the takeoff, and applied maximum braking. The airplane ran off the end of the runway, down an embankment, and struck a chain link fence. The airplane sustained substantial damage to both wings.

Bethel tower personnel reported that when departing runway 29 from intersection Echo, the published usable remaining runway is 1,350 feet. In addition, published usable full-length of runway 29, is 1,850 feet.

The closest weather observation station is Bethel. On November 3, at 1353, an Aviation Routine Weather Report (METAR) was reporting in part: Sky conditions and ceiling, 4,000 feet broken, 10,000 feet broken, 14,000 feet overcast; visibility, 10 statute miles; wind, 093 degrees (magnetic) at 9 knots; temperature, 37 degrees F; dew point, 33 degrees F; altimeter, 29.84.

The pilot submitted a written report to the NTSB dated November 4. In his written report, the pilot wrote, in part: "After a few hundred feet I could feel the right main gear grabbing. I let off of the right rudder and it still continued. I began to drift from centerline, and found myself using more left rudder than right. Realizing that the right main gear was stuck or frozen, I thrust my right foot on the right break in hopes of breaking it free. This maneuver failed so I immediately applied breaks and pulled the throttle to idle."

On November 15, the operator reported that there were no postaccident mechanical anomalies noted with the accident airplane's engine, flight controls, or brakes.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	32, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/19/2000
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1040 hours (Total, all aircraft), 240 hours (Total, this make and model), 913 hours (Pilot In Command, all aircraft), 166 hours (Last 90 days, all aircraft), 89 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7336U
Model/Series:	207A 207A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700405
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	10/30/2000, AAIP	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:	16703 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	FLIGHT ALASKA, INC.	Rated Power:	300 hp
Operator:	YUTE AIR ALASKA	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	YUTE AIR ALASKA	Operator Designator Code:	YAAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BET, 123 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1353 AST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	93°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	3°C / 1°C
Precipitation and Obscuration:			
Departure Point:	(BET)	Type of Flight Plan Filed:	Company VFR
Destination:	KONGIGANAK, AK (DUY)	Type of Clearance:	None
Departure Time:	1345 AST	Type of Airspace:	Class E

Airport Information

Airport:	BETHEL (BET)	Runway Surface Type:	Gravel
Airport Elevation:	123 ft	Runway Surface Condition:	Slush covered; Snow--wet
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	1850 ft / 75 ft	VFR Approach/Landing:	

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:	07/10/2001
Additional Participating Persons:	KENNETH O SNYDER (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/ .		

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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](#).