



National Transportation Safety Board Aviation Accident Final Report

Location:	Atmautluak, AK	Accident Number:	ANC01LA028
Date & Time:	01/03/2001, 1740 AST	Registration:	N19771
Aircraft:	Cessna 172	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The certificated commercial pilot stated that while on final approach to runway 33, he inadvertently allowed the airplane to descend below his intended glide path. In an attempt to arrest the descent he applied full engine power, but the airplane continued to descend. The airplane inadvertently touched down on the snow-covered approach end of the runway, about 15 yards short of the runway surface. As he attempted to abort the landing, the airplane become airborne, drifted to the left of the runway, and settled into an area of soft snow. During the second touchdown, the nose wheel collapsed at the firewall bulkhead. The airplane sustained substantial damage to the engine firewall.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain a proper glidepath during final approach. A factor associated with the accident was soft terrain.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (C) PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2: GEAR COLLAPSED
Phase of Operation: LANDING - ABORTED

Findings
2. (F) TERRAIN CONDITION - SOFT

Factual Information

On January 3, 2001, about 1740 Alaska standard time, a wheel-equipped Cessna 172 airplane, N19771, sustained substantial damage during landing at the Atmautluak Airport, Atmautluak, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand passenger flight under Title 14, CFR Part 135, when the accident occurred. The airplane was registered to, and operated by, Village Aviation, Inc., Bethel, Alaska. The certificated commercial pilot, and the two passengers aboard, were not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Bethel Airport, Bethel, about 1730.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on January 4, the pilot stated that while on final approach to runway 33, he inadvertently allowed the airplane to descend below his intended glide path. He said that in an attempt to arrest the descent he applied full engine power, but the airplane continued to descend. The airplane inadvertently touched down on the snow-covered approach end of the runway, about 15 yards short of the runway surface. He said that as he attempted to abort the landing, the airplane become airborne, drifted to the left of the runway, and settled into an area of soft snow. During the second touchdown, the nose wheel collapsed at the firewall bulkhead. The airplane sustained substantial damage to the engine firewall. The pilot reported that wind conditions at the time of the accident were from the northeast at 5 knots.

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

Pilot Information

Certificate:	Commercial	Age:	57, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	08/01/2000
Occupational Pilot:		Last Flight Review or Equivalent:	12/06/2000
Flight Time:	3256 hours (Total, all aircraft), 121 hours (Total, this make and model), 2232 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N19771
Model/Series:	172	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	17260739
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	12/27/2000, 100 Hour	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	16 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4115 Hours at time of accident	Engine Manufacturer:	Lycoming
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-2J
Registered Owner:	Village Aviation, Inc.	Rated Power:	160 hp
Operator:	Village Aviation, Inc.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HYQA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	25 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	10°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-19° C
Precipitation and Obscuration:			
Departure Point:	Bethel, AK (BET)	Type of Flight Plan Filed:	Company VFR
Destination:	Atmautluak, AK (4A2)	Type of Clearance:	None
Departure Time:	1735 AST	Type of Airspace:	Class E

Airport Information

Airport:	Atmautluak (4A2)	Runway Surface Type:	Gravel; Snow
Airport Elevation:	17 ft	Runway Surface Condition:	Snow--dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2200 ft / 30 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	60.866667, -162.277500

Administrative Information

Investigator In Charge (IIC):	Clinton O Johnson	Report Date:	02/20/2002
Additional Participating Persons:	Tony A Fischer; Federal Aviation Administration; 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](#).