



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Atmaultluak, AK	<b>Accident Number:</b>	ANC01LA028
<b>Date &amp; Time:</b>	01/03/2001, 1740 AST	<b>Registration:</b>	N19771
<b>Aircraft:</b>	Cessna 172	<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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

Findings  
2. (F) TERRAIN CONDITION - SOFT

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N19771
<b>Model/Series:</b>	172	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Village Aviation, Inc.	<b>Engine Manufacturer:</b>	Lycoming
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	O-320-2J
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dusk
<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 10°
<b>Temperature:</b>	-19°C	<b>Visibility</b>	25 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Bethel, AK (BET)	<b>Destination:</b>	Atmautluak, AK (4A2)

## Airport Information

<b>Airport:</b>	Atmautluak (4A2)	<b>Runway Surface Type:</b>	Gravel; Snow
<b>Runway Used:</b>	33	<b>Runway Surface Condition:</b>	Snow--dry
<b>Runway Length/Width:</b>	2200 ft / 30 ft		

## Wreckage and Impact Information

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

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Clinton O Johnson	<b>Adopted Date:</b>	02/20/2002
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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