



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	Chefornak, AK	<b>Accident Number:</b>	ANC01LA053
<b>Date &amp; Time:</b>	05/03/2001, 1050 AKD	<b>Registration:</b>	N4089W
<b>Aircraft:</b>	Piper PA-32-300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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On May 3, 2001, about 1050 Alaska daylight time, a wheel-equipped Piper PA-32-300 airplane, N4089W, operated under 14 CFR Part 135 as an on-demand cargo flight by Bellair, Inc., received substantial damage while landing at the Chefornak Airport, Chefornak, Alaska. The solo commercial-certificated pilot was not injured. The flight operated in visual meteorological conditions, and a VFR and company flight plan were in effect. The flight departed Bethel, Alaska, about 1000, en route to Chefornak.

During a telephone interview with the NTSB investigator-in-charge on May 3, the pilot of the accident airplane related that he departed Bethel with 1,000 pounds of U.S. mail for Chefornak. It was his intent to deposit the mail at Chefornak, and return to Bethel. He said the flight to Chefornak was uneventful. He elected to land on runway 34, and noted the surface wind was nearly a direct crosswind from the west, at 10-15 miles per hour. As he approached the landing threshold, he said his indicated airspeed was about 80 miles per hour, when the airplane suddenly stalled, landed hard, and bounced off the right side of the runway. The pilot said the airplane received substantial damage to the right wing and fuselage. He also said there were no preimpact mechanical problems with the airplane.

## Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	04/11/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	05/17/2001
<b>Flight Time:</b>	3000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 2700 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N4089W
<b>Model/Series:</b>	PA-32-300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	32-40145
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	04/18/2001, 100 Hour	<b>Certified Max Gross Wt.:</b>	3400 lbs
<b>Time Since Last Inspection:</b>	60 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7593 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-540
<b>Registered Owner:</b>	Aero Lease of America, Inc.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	Bellair, Inc.	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	GSBA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	10 Miles
Lowest Ceiling:	Overcast / 1500 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 5 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	Bethel, AK (BET)	Type of Flight Plan Filed:	VFR
Destination:	Cherfornak, AK (CFK)	Type of Clearance:	None
Departure Time:	1000 ADT	Type of Airspace:	Class G

## Airport Information

Airport:	Chefornak (CFK)	Runway Surface Type:	Gravel
Airport Elevation:	40 ft	Runway Surface Condition:	Rough
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	2500 ft / 25 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## 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:	60.147500, -164.290000

## Administrative Information

Investigator In Charge (IIC):	James D La Belle
Additional Participating Persons:	Paul Raker; FAA; Anchorage, AK
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 <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> .