



National Transportation Safety Board Aviation Accident Final Report

Location:	KOTLIK, AK	Accident Number:	ANC02LA019
Date & Time:	03/01/2002, 1435 AST	Registration:	N7373U
Aircraft:	Cessna 207A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

The commercial certificated pilot was on final approach for landing at a remote airport during a scheduled domestic passenger flight. The airplane was about 300 feet above the ground, with 15 degrees of flaps, and an airspeed of about 80 knots. The pilot said that the airplane's airspeed seemed too fast, so he reduced engine power. The airplane's airspeed then became too slow, so he increased engine power, but the airplane collided with terrain short of the runway threshold. The airplane received damage to the nose gear, propeller, and left wing. The runway is 4,422 feet long, by 100 feet wide.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the pilot-in-command to maintain the proper glide path to the runway during the final approach for a VFR landing.

Findings

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

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

Factual Information

On March 1, 2002, about 1435 Alaska standard time, a Cessna 207A airplane, N7373U, sustained substantial damage during landing at the Kotlik Airport, Kotlik, Alaska. The airplane was being operated as a visual flight rules (VFR) scheduled domestic passenger flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated as Flight 408, by Hageland Aviation Services Inc., Anchorage, Alaska. The commercial certificated pilot, and the four passengers, were not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect. The flight originated at the Mountain Village Airport, Mountain Village, Alaska, at 1338.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on March 1, the director of operations for the operator reported the pilot told him that he was on final approach for landing on runway 19 at Kotlik. The airplane was about 300 feet above the ground, with 15 degrees of flaps, and an airspeed of about 80 knots. The pilot said that the airplane's airspeed seemed too fast, so he reduced engine power. The airplane's airspeed then became too slow, so he increased engine power, but the airplane collided with terrain short of the runway threshold. The airplane received damage to the nose gear, propeller, and left wing.

Runway 19 at Kotlik has a gravel surface, and is 4,422 feet long, by 100 feet wide. The remarks section of the airport facility directory/Alaska Supplement for Kotlik states, in part: "Unattended. Runway condition not monitored, recommend visual inspection prior to landing. ...Runway 01-19 marked with reflective cones."

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	22, Male
Airplane Rating(s):	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 Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	04/12/2001
Occupational Pilot:		Last Flight Review or Equivalent:	12/14/2001
Flight Time:	1000 hours (Total, all aircraft), 117 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7373U
Model/Series:	207A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700423
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	03/08/2002, AAIP	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	45 Hours	Engines:	1 Reciprocating
Airframe Total Time:	11090 Hours at time of accident	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	GUSSIC VENTURES	Rated Power:	300 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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2 °C
Precipitation and Obscuration:			
Departure Point:	MTN. VILLAGE, AK (MOU)	Type of Flight Plan Filed:	Company VFR
Destination:	KOTLIK, AK (2A9)	Type of Clearance:	None
Departure Time:	1338 AST	Type of Airspace:	Class G

Airport Information

Airport:	KOTLIK (2A9)	Runway Surface Type:	Gravel
Airport Elevation:	15 ft	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4422 ft / 100 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	63.031111, -163.530000

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Report Date:	01/16/2003
Additional Participating Persons:	PAT LEONARD; FAA-AL-ANC FSDO 03; 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](#).