



National Transportation Safety Board Aviation Accident Final Report

Location:	KENAI, AK	Accident Number:	ANC03LA025
Date & Time:	02/01/2003, 1400 AST	Registration:	N704JB
Aircraft:	Cessna 150	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private certificated pilot reported that he made a precautionary landing at a private airport on a 4,500 foot, gravel surfaced runway that was oriented north/south. He said he overflew the airport and saw another airplane parked on the north end of the runway. He said he decided to land toward the south, beyond the parked airplane. The pilot said a tailwind was blowing from the north about 6 knots. The pilot was familiar with the airport and knew the runway ran slightly uphill toward the south. He said that he did not think the downwind landing would be a problem, and touched down just beyond the half-way point on the runway and allowed the airplane to coast. As the airplane neared the end of the runway, he applied the airplane's brakes. The pilot said he then realized the runway surface was glazed with ice, and the airplane began to slide sideways. The left main landing gear collided with a snow berm at the south end of the runway, and the left wing struck the snow. The pilot indicated the accident could have been prevented by "attempt to use brakes immediately after touchdown (landing) to get a good idea of surface conditions."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed application of the airplane brakes resulting in an overrun during the landing roll, and subsequent collision with a snowbank. A contributing factor in the accident was icy runway conditions.

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
2. (F) TERRAIN CONDITION - ICY
3. (C) BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - SNOWBANK

Factual Information

On February 1, 2003, about 1400 Alaska standard time, a tailwheel-equipped Cessna 150 airplane, N704JB, sustained substantial damage when it overran the runway, and collided with a snow berm at the Trading Bay Airport, a private airport located about 21 miles north-northwest of Kenai, Alaska. The airplane was being operated as a visual flight rules (VFR) local area personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated at Johnson's Airstrip, Kenai, about 1130. No flight plan was filed, nor was one required.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on February 1, the pilot reported that he was planning to land at the Trading Bay Airport. He said he overflew the airport and saw another airplane parked on the north end of the runway. The runway is oriented north/south, and is about 4,500 feet long. The pilot said he observed what he thought was a coating of gravel on the runway. The pilot reported that he decided to land toward the south, beyond the parked airplane. The pilot said a tailwind was blowing from the north about 6 knots. He touched down just beyond the half-way point on the runway and allowed the airplane to coast. As the airplane neared the end of the runway, he applied the airplane's brakes. The pilot said he then realized the runway surface was glazed with ice, and the airplane began to slide sideways. The left main landing gear collided with a snow berm at the south end of the runway, and the left wing struck the snow. After the collision, the pilot said his inspection indicated the left main landing gear strut was loose at its fuselage attach point. On February 5, the pilot confirmed the airplane's left main landing gear attach point received structural damage, and the upper surface of the left wingtip was slightly wrinkled.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, he indicated that his reason for landing at the Trading Bay Airport was a precaution to inspect the airplane following a 200 rpm loss of engine power. He indicated that he was familiar with the airport and knew the runway ran slightly uphill toward the south. He said that he did not think the downwind landing would be a problem. In the optional, "Operator/Owner Safety Recommendation", portion of the NTSB Form 6120.1, the pilot indicated the accident could have been prevented by "attempt to use brakes immediately after touchdown (landing) to get a good idea of surface conditions."

Pilot Information

Certificate:	Student	Age:	39, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/05/2000
Occupational Pilot:		Last Flight Review or Equivalent:	06/15/2001
Flight Time:	1053 hours (Total, all aircraft), 211 hours (Total, this make and model), 978 hours (Pilot In Command, all aircraft), 33 hours (Last 90 days, all aircraft), 9 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N704JB
Model/Series:	150	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	15078638
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	03/13/2002, Annual	Certified Max Gross Wt.:	1650 lbs
Time Since Last Inspection:	160 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1925 Hours as of last inspection	Engine Manufacturer:	LYCOMING
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	O-320-E2D
Registered Owner:	CHRISTOPHER G. COPPLE	Rated Power:	150 hp
Operator:	CHRISTOPHER G. COPPLE	Operating Certificate(s) Held:	None

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:	Scattered / 5500 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 8000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	2° C
Precipitation and Obscuration:			
Departure Point:	KENAI, AK	Type of Flight Plan Filed:	None
Destination:	KENAI, AK	Type of Clearance:	None
Departure Time:	1130 AST	Type of Airspace:	Class G

Airport Information

Airport:	TRADING BAY AIRPORT	Runway Surface Type:	Gravel
Airport Elevation:	70 ft	Runway Surface Condition:	Ice
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	4500 ft / 75 ft	VFR Approach/Landing:	Precautionary Landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.808333, -151.700000

Administrative Information

Investigator In Charge (IIC):	SCOTT ERICKSON	Report Date:	07/23/2003
Additional Participating Persons:	JACK SEYMOUR; 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](#).