



National Transportation Safety Board Aviation Accident Data Summary

Location:	KENAI, AK	Accident Number:	ANC03LA025
Date & Time:	02/01/2003, 1400 AST	Registration:	N704JB
Aircraft:	Cessna 150	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

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
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

- Findings
4. TERRAIN CONDITION - SNOWBANK

Pilot Information

Certificate:	Student	Age:	39
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
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	Engines:	1 Reciprocating
Operator:	CHRISTOPHER G. COPPLE	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-320-E2D
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	Broken / 8000 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 360°
Temperature:	2°C	Visibility:	30 Miles
Precipitation and Obscuration:			
Departure Point:	KENAI, AK	Destination:	KENAI, AK

Airport Information

Airport:	TRADING BAY AIRPORT	Runway Surface Type:	Gravel
Runway Used:	18	Runway Surface Condition:	Ice
Runway Length/Width:	4500 ft / 75 ft		

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
Latitude, Longitude:	60.808333, -151.700000		

Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON

Adopted Date: 07/23/2003

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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