



National Transportation Safety Board Aviation Accident Final Report

Location:	North Pole, AK	Accident Number:	ANC04LA034
Date & Time:	03/05/2004, 1130 AST	Registration:	N515N
Aircraft:	Cessna 170A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The private certificated pilot attempted to takeoff in his ski-equipped tailwheel airplane from a snow covered runway. He reported that the airplane didn't seem to accelerate as quickly as it normally did, which he attributed to the snow condition. The airplane lifted off and settled onto the runway three times before the pilot aborted the takeoff. He was unable to stop the airplane on the runway, and it ran off the end and collided with a snowbank, receiving substantial damage to the wings, fuselage, and horizontal stabilizer. The pilot wrote in his report to the NTSB that the accident could have been prevented "by aborting the takeoff in a timely manner."

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delayed response in initiating an aborted takeoff, which resulted in an overrun and collision with a snowbank.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ABORTED

Findings
1. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ABORTED

Findings
2. TERRAIN CONDITION - SNOWBANK

Factual Information

On March 5, 2004, about 1130 Alaska daylight time, a ski-equipped Cessna 170A airplane, N515N, received substantial damage when it collided with a snowbank during an aborted takeoff from the Bradley Sky Ranch airstrip, North Pole, Alaska. The private pilot/airplane owner and the sole passenger were not injured. Visual meteorological conditions prevailed for the 14 CFR Part 91 personal flight, and no flight plan was filed. The flight was originating at the time of the accident, and the intended destination was a remote, off-airport site about 100 miles north of Fort Yukon, Alaska.

During a telephone conversation with the NTSB investigator-in-charge (IIC) on March 5, at 1430, the pilot related that he was departing on runway 33, which was snow covered and 3,400 feet long. He described the snow on the airstrip as "soft and sticky." He said the airplane didn't seem to accelerate as quickly as it normally did, which he attributed to the snow condition. The airplane continued to accelerate slowly, lifted off, and then settled onto the airstrip. The pilot said the airplane did this two more times, before he reduced the engine power and aborted the takeoff. The airplane subsequently ran off the end of the runway and hit a snowbank, sustaining structural damage to the right wing, main landing gear gear box, right horizontal stabilizer, and left wing lift strut.

The pilot wrote in his report to the NTSB that the accident could have been prevented "by aborting the takeoff in a timely manner."

Pilot Information

Certificate:	Private	Age:	62, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last Medical Exam:	08/07/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1114 hours (Total, all aircraft), 815 hours (Total, this make and model), 30 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cessna	Registration:	N515N
Model/Series:	170A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	19987
Landing Gear Type:	Ski; Tailwheel	Seats:	4
Date/Type of Last Inspection:	09/14/2003, Annual	Certified Max Gross Wt.:	2250 lbs
Time Since Last Inspection:	276 Hours	Engines:	1 Reciprocating
Airframe Total Time:	4910 Hours	Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-300A
Registered Owner:	Richard A. Hayden	Rated Power:	145 hp
Operator:	Richard A. Hayden	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Observation Time:	
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	-23 °C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	North Pole, AK	Type of Flight Plan Filed:	None
Destination:	Fort Yukon, AK	Type of Clearance:	None
Departure Time:	AST	Type of Airspace:	Class E

Airport Information

Airport:	Bradley Sky Ranch (95Z)	Runway Surface Type:	Gravel
Airport Elevation:	483 ft	Runway Surface Condition:	Snow--dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	3400 ft / 80 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

Administrative Information

Investigator In Charge (IIC): James D La Belle **Adopted Date:** 09/01/2004

Additional Participating Persons: Blayne Camp; FAA, Fairbanks FSDO; Fairbank, 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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