



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	Fairbanks, AK	<b>Accident Number:</b>	ANC08CA114
<b>Date &amp; Time:</b>	09/01/2008, 1415 AKD	<b>Registration:</b>	N91027
<b>Aircraft:</b>	CESSNA 207	<b>Injuries:</b>	4 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

The commercial pilot related that he was attempting to land at a rough and uneven remote airstrip, which was surrounded by mountainous terrain. He added that the southerly approach to the airstrip required a correction for variable, easterly winds between 5 and 10 knots. He said that just before touchdown he elected to add engine power to avoid an area of rough terrain on the northern end of the site. The airplane ballooned, and landed about mid-length along the 1,500 foot-long, by 30 feet-wide airstrip. After touchdown, the pilot realized that he would be unable to stop the airplane before reaching the end of the airstrip, and he added full engine power to abort the landing, but the airplane failed to become airborne again. The airplane continued off the south end of the site, down an embankment, and into a creek bed. The airplane sustained structural damage to the wings, fuselage, and empennage. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

## Flight Events

Landing-flare/touchdown - Landing area overshoot  
Landing-landing roll - Runway excursion

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the landing. A factor contributing to the accident was a variable wind.

## Findings

Personnel issues-Action/decision-Action-Delayed action-Pilot - C  
Environmental issues-Conditions/weather/phenomena-Wind-Variable wind-Contributed to outcome  
- F

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	61
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	5272 hours (Total, all aircraft), 500 hours (Total, this make and model), 4974 hours (Pilot In Command, all aircraft), 318 hours (Last 90 days, all aircraft), 114 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	CESSNA	<b>Registration:</b>	N91027
<b>Model/Series:</b>	207	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	Wright Air Service, Inc.	<b>Engine Manufacturer:</b>	Teledyne Continental Motors
<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	IO-550-F
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>		<b>Weather Information Source:</b>	Pilot
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	Broken / 25000 ft agl
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	10 knots, Variable
<b>Temperature:</b>	18°C / 2°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration		
<b>Departure Point:</b>	Fairbanks, AK (FAI)	<b>Destination:</b>	Fairbanks, AK (.)

## Airport Information

<b>Airport:</b>	Peede Airstrip (.)	<b>Runway Surface Type:</b>	Dirt; Gravel
<b>Runway Used:</b>	18	<b>Runway Surface Condition:</b>	Dry; Rough; Vegetation
<b>Runway Length/Width:</b>	1500 ft / 30 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Clinton O Johnson	<b>Adopted Date:</b>	12/11/2008
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	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> .		

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