



National Transportation Safety Board Aviation Accident Final Report

Location:	New Stuyahok, AK	Accident Number:	ANC11LA007
Date & Time:	01/03/2011, 1350 AST	Registration:	N9001
Aircraft:	BEECH E18S-9700	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot reported that the runway at the destination airport was ice-covered, and that upon touchdown the surface was slicker than he had anticipated. He aborted the landing by applying full power to take off. The airplane was unable to out-climb the rising terrain at the end of the runway, and it collided with terrain, sustaining substantial damage to the fuselage and both wings. The pilot indicated that there were no mechanical issues with the airplane that precluded its normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of the runway surface condition, resulting in an aborted landing and collision with rising terrain during the ensuing takeoff attempt.

Findings

Aircraft	Climb capability - Capability exceeded (Cause)
Personnel issues	Identification/recognition - Pilot (Cause)
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

On January 3, 2011, about 1350 Alaska standard time, a Beechcraft E18S-9700 airplane, N9001, sustained substantial damage during the takeoff phase of an aborted landing at the New Stuyahok Airport, New Stuyahok, Alaska. The airplane was being operated by Air Supply Alaska, Inc., Kenai, Alaska, as a visual flight rules(VFR) cargo flight under Title 14, Code of Federal Regulations Part 135, when the accident occurred. The solo airline transport pilot was not injured. Visual meteorological conditions prevailed, and company flight following was in effect.

In a written statement to the National Transportation Safety Board investigator-in-charge, dated January 6, the pilot reported that upon touching down on the ice-covered runway, he realized that the runway was slicker than anticipated. He wrote that he applied power to abort the landing, but was unable to out-climb the rising terrain at the end of the runway. The airplane collided with terrain, and both wings and the fuselage received substantial damage. The pilot indicated that there were no mechanical issues with the airplane that precluded normal operation.

History of Flight

Takeoff	Collision with terr/obj (non-CFIT) (Defining event)
---------	---

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last Medical Exam:	04/12/2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	05/18/2010
Flight Time:	6539 hours (Total, all aircraft), 464 hours (Total, this make and model), 5079 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	BEECH	Registration:	N9001
Model/Series:	E18S-9700	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:		Serial Number:	BA-460
Landing Gear Type:	Retractable - Tailwheel	Seats:	10
Date/Type of Last Inspection:	09/23/2010, 100 Hour	Certified Max Gross Wt.:	10100 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	19571 Hours	Engine Manufacturer:	P&W
ELT:	C126 installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:	AERO EQUIPMENT LLC	Rated Power:	450 hp
Operator:	AIR SUPPLY ALASKA INC	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:	Air Supply Alaska	Operator Designator Code:	K58C

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PANW, 364 ft msl	Observation Time:	1345 AST
Distance from Accident Site:	0 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	2°C
Lowest Ceiling:	Overcast / 1700 ft agl	Visibility	10 Miles
Wind Speed/Gusts, Direction:	17 knots/ 22 knots, 70°	Visibility (RVR):	
Altimeter Setting:		Visibility (RVV):	
Precipitation and Obscuration:			
Departure Point:	Kenai, AK (PAEN)	Type of Flight Plan Filed:	Company VFR
Destination:	New Stuyahok, AK (PANW)	Type of Clearance:	None
Departure Time:	1225 AST	Type of Airspace:	

Airport Information

Airport:	New Stuyahok (PANW)	Runway Surface Type:	Gravel; Snow
Airport Elevation:	364 ft	Runway Surface Condition:	Ice
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	3281 ft / 98 ft	VFR Approach/Landing:	Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

Administrative Information

Investigator In Charge (IIC):	Lawrence Lewis	Adopted Date:	05/26/2011
Additional Participating Persons:	John Simms; FAA FSDO-03; Anchorage, AK		
Publish Date:	05/26/2011		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=78101		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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.