National Transportation Safety Board
Aviation Accident Data Summary

Location:	Chefornak, AK	**Accident Number:**	ANC12CA036
Date & Time:	05/03/2012, 1040 AKD	**Registration:**	N1906
Aircraft:	SHORT BROS. & HARLAND SC7 SERIES 3	**Injuries:**	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot was landing on a narrow gravel runway adjacent to a gravel road. He reported that both the road and runway were covered with snow and that flat light conditions made it difficult to discern between the two surfaces. He inadvertently landed to the left of the runway on the rough road, which resulted in structural damage to the nose landing gear bulkhead.

Flight Events

Approach - Loss of visual reference
Landing-flare/touchdown - Abnormal runway contact
Landing-landing roll - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's misidentification of a nearby snow-covered road as the snow-covered runway in flat light conditions.

Findings

Personnel issues-Action/decision-Info processing/decision-Identification/recognition-Pilot - C
Environmental issues-Conditions/weather/phenomena-Light condition-Flat light-Effect on personnel - C
Environmental issues-Physical environment-Runway/land/takeoff/taxi surfa-Snow/slush/ice covered-Effect on personnel

Pilot Information

Certificate:	Airline Transport; Commercial	**Age:**	49
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	Airplane Single-engine
Flight Time:	19544 hours (Total, all aircraft), 4682 hours (Total, this make and model), 18942 hours (Pilot In Command, all aircraft), 194 hours (Last 90 days, all aircraft), 91 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	SHORT BROS. & HARLAND	**Registration:**	N1906
Model/Series:	SC7 SERIES 3	**Engines:**	2 Turbo Prop
Operator:	RYAN AIR INC	**Engine Manufacturer:**	Honeywell
Air Carrier Operating Certificate:	On-demand Air Taxi (135)	**Engine Model/Series:**	TPE331-2-201A
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	PACK, 40 ft msl	**Weather Information Source:**	Pilot
Conditions at Accident Site:	Visual Conditions	**Lowest Ceiling:**	Overcast / 3000 ft agl
Condition of Light:	Day	**Wind Speed/Gusts, Direction:**	3 knots, 270°
Temperature:	-1°C / -2°C	**Visibility**	10 Miles
Precipitation and Obscuration:			
Departure Point:	Bethel, AK (PABE)	**Destination:**	Chefornak, AK (PACK)

Airport Information

Airport:	Chefornak (PACK)	**Runway Surface Type:**	Gravel; Snow
Runway Used:	34	**Runway Surface Condition:**	Snow
Runway Length/Width:	2500 ft / 28 ft		

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

Administrative Information

Investigator In Charge (IIC):	Lawrence Lewis	**Adopted Date:**	10/09/2012
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=83557		

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.

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