



National Transportation Safety Board Aviation Accident Final Report

Location:	KAKO MINE STRIP, AK	Accident Number:	ANC90LA096
Date & Time:	06/23/1990, 1410 AKD	Registration:	N50GA
Aircraft:	Short Brothers SH-7	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE NON-SCHEDULED, ALL CARGO, AIR TAXI FLIGHT WAS LANDING AT THE MINING STRIP AND UPON TOUCHDOWN THE PILOT-IN-COMMAND RELEASED THE YOKE WITH HIS LEFT HAND AND GRABBED THE NOSE STEERING TILLER. THE PILOT-IN-COMMAND STATED THAT BEFORE HE COULD APPLY REVERSE THRUST, THE NOSE OF THE AIRPLANE CAME UP OFF THE GROUND AND THE AIRPLANE BEGAN TO VEER TO THE RIGHT. HE APPLIED LEFT RUDDER AND POWER TO THE RIGHT ENGINE, BUT THE AIRPLANE LEFT THE RIGHT SIDE OF THE RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN CONTROL OF THE AIRPLANE THROUGH THE TOUCHDOWN AND LANDING PHASE.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	41, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/02/1990
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3236 hours (Total, all aircraft), 977 hours (Total, this make and model), 2760 hours (Pilot In Command, all aircraft), 79 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Short Brothers	Registration:	N50GA
Model/Series:	SH-7 SH-7	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	SH 1856
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	06/01/1990, Continuous Airworthiness	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	59 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	15689 Hours	Engine Manufacturer:	GARRETT
ELT:	Installed, not activated	Engine Model/Series:	TPE331-2-201A
Registered Owner:	NORTH STAR AIR CARGO, INC	Rated Power:	715 hp
Operator:	NORTH STAR AIR CARGO INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	NSAC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	90 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	18° C / -18° C
Precipitation and Obscuration:			
Departure Point:	BETHEL, AK (BET)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1340 ADT	Type of Airspace:	Class G

Airport Information

Airport:	KAKO MINE AIR STRIP (NONE)	Runway Surface Type:	Gravel
Airport Elevation:	270 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	1700 ft / 75 ft	VFR Approach/Landing:	Straight-in

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	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	10/02/1992
Additional Participating Persons:	; ANCHORAGE, 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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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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).