

National Transportation Safety Board
Washington, DC 20594

Printed on : 11/13/2013 5:24:59 AM

Brief of Accident

Adopted 05/11/2011

ANC11LA009 File No. 28135	01/06/2011	Kipnuk, AK	Aircraft Reg No. N715HE	Time (Local): 13:26 AST		
Make/Model:	Cessna / 208B			Fatal	Serious	Minor/None
Engine Make/Model:	P&w / PT6A SER		Crew	0	0	2
Aircraft Damage:	Substantial		Pass	0	0	4
Number of Engines:	1					
Operating Certificate(s):	On-demand Air Taxi					
Name of Carrier:	Hageland Aviation					
Type of Flight Operation:	Scheduled; Domestic; Passenger Only					
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter					
Last Depart. Point:	Bethel, AK			Condition of Light:	Day	
Destination:	Same as Accident/Incident Location			Weather Info Src:	Weather Observation Facility	
Airport Proximity:	On Airport/Airstrip			Basic Weather:	Visual Conditions	
Airport Name:	Kipnuk Airport			Lowest Ceiling:	None	
Runway Identification:	33			Visibility:	10.00 SM	
Runway Length/Width (Ft):	2120 / 35			Wind Dir/Speed:	Calm	
Runway Surface:	Gravel			Temperature (°C):	-7	
Runway Surface Condition:	Ice; Snow			Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 34			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	2800	
Commercial; Multi-engine Land; Single-engine Land				Last 90 Days:	100	
Instrument Ratings				Total Make/Model:	200	
Airplane				Total Instrument Time:	105	

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

The pilot of the scheduled commuter flight reported that following a normal landing approach, he landed long to avoid a bump in the runway. He applied the brakes during the landing roll, but realized the airplane was still traveling too fast to stop on the snow and ice-covered runway. He said he did not have enough area to abort the landing and applied maximum brakes. The airplane overran the departure end of the runway and impacted a ditch, coming to rest right wing and nose low. The pilot said that there were no preimpact mechanical anomalies with the airplane that would have precluded normal operations. The right wing sustained structural damage.

Updated at May 11 2011 12:56PM

Brief of Accident (Continued)

ANC11LA009

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01/06/2011

Kipnuk, AK

Aircraft Reg No. N715HE

Time (Local): 13:26 AST

OCCURRENCES

Landing-landing roll - Runway excursion

Landing-landing roll - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Environmental issues-Physical environment-Runway/land/takeoff/taxi surfa-Snow/slush/ice covered-Contributed to outcome

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Landing distance-Capability exceeded

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's decision to land long on the icy snow-covered runway, resulting in a runway excursion and collision with terrain.