



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	New Stuyahok, Alaska	<b>Accident Number:</b>	ANC11LA007
<b>Date &amp; Time:</b>	January 3, 2011, 13:50 Local	<b>Registration:</b>	N9001
<b>Aircraft:</b>	Beech E18S-9700	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision with terr/obj (non-CFIT)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

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## 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

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<b>Environmental issues</b>	Snow/slush/ice covered surface - Contributed to outcome
<b>Aircraft</b>	Climb capability - Capability exceeded
<b>Personnel issues</b>	Identification/recognition - Pilot

## 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)
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## Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	38, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 12, 2010
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 18, 2010
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	Beech	<b>Registration:</b>	N9001
<b>Model/Series:</b>	E18S-9700	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Unknown	<b>Serial Number:</b>	BA-460
<b>Landing Gear Type:</b>	Retractable - Tailwheel	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	September 23, 2010 100 hour	<b>Certified Max Gross Wt.:</b>	10100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	19571 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	R-985 SERIES
<b>Registered Owner:</b>		<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	Air Supply Alaska	<b>Operator Designator Code:</b>	K58C

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PANW, 364 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	13:45 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1700 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	17 knots / 22 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	2° C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Kenai, AK (PAEN)	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	New Stuyahok, AK (PANW)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:25 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	New Stuyahok PANW	<b>Runway Surface Type:</b>	Gravel;Snow
<b>Airport Elevation:</b>	364 ft msl	<b>Runway Surface Condition:</b>	Ice
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3281 ft / 98 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	59.490756, -157.2901 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	John Simms; FAA FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	May 26, 2011
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=78101">https://data.nts.gov/Docket?ProjectID=78101</a>

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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](#).