



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	BETHEL, AK	<b>Accident Number:</b>	ANC88FA022
<b>Date &amp; Time:</b>	12/19/1987, 1155 AST	<b>Registration:</b>	N9438F
<b>Aircraft:</b>	CESSNA 208	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Minor, 8 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

THE PLT HAD PLANNED TO BACK TAXI FOR TAKEOFF ON RWY 36. THE TOWER CONTROLLER ASKED IF A RWY 18 DEPARTURE WOULD BE ACCEPTABLE TO ACCOMMODATE AN ARRIVING ACFT & THE PLT ACCEPTED A CLNC. HE STARTED HIS TAKEOFF WITH 3900' REMAINING ON THE 6399' RWY. AFTER INITIAL LIFT-OFF, THE ACFT WOULD NOT SUSTAIN FLT. THE PLT 'INTENTIONALLY LANDED' BEYOND THE END OF THE RWY ON SNOW COVERED TERRAIN. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE ACFT WAS DAMAGED. AN INVESTIGATION REVEALED THERE WAS A SLIGHT TAIL WIND & THE ACFT WAS APRX 1200 TO 1400 LBS OVER ITS MAX WT LIMIT. ALSO, THE LEADING EDGES OF THE WINGS HAD SOME RESIDUAL IN-FLT ICE THAT THE DE-ICE BOOTS HAD NOT CLEARED FROM THE PREVIOUS DAY'S FLT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: NOSE GEAR COLLAPSED

Phase of Operation: TAKEOFF - ABORTED

### Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. (F) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
4. (F) WING - ICE
5. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
6. (F) WEATHER CONDITION - TAILWIND
7. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
8. AIRSPEED - NOT POSSIBLE
9. ABORTED TAKEOFF
10. (F) TERRAIN CONDITION - SNOW COVERED
11. LANDING GEAR, NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor; Commercial	<b>Age:</b>	24, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	08/25/1987
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2138 hours (Total, all aircraft), 360 hours (Total, this make and model), 2138 hours (Pilot In Command, all aircraft), 238 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9438F
<b>Model/Series:</b>	208 208	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20800053
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	09/09/1987, AAIP	<b>Certified Max Gross Wt.:</b>	7300 lbs
<b>Time Since Last Inspection:</b>	137 Hours	<b>Engines:</b>	1 Turbo Prop
<b>Airframe Total Time:</b>	1179 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-114
<b>Registered Owner:</b>	HERMENS MARKAIR EXPRESS INC	<b>Rated Power:</b>	600 hp
<b>Operator:</b>	HERMENS AIR	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>	MARK AIR EXPRESS	<b>Operator Designator Code:</b>	HERA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	BET, 131 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1116 ADT	Direction from Accident Site:	360°
Lowest Cloud Condition:	Scattered / 3500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 20000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28 inches Hg	Temperature/Dew Point:	-8° C / -9° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:	RUSSIAN MISSION, AK (RSH)	Type of Clearance:	VFR
Departure Time:	1150 ADT	Type of Airspace:	Class D

## Airport Information

Airport:	BETHEL (BET)	Runway Surface Type:	Asphalt
Airport Elevation:	131 ft	Runway Surface Condition:	
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	6399 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor, 7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 8 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	03/31/1989
Additional Participating Persons:	PETER R HARREN; 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</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](#).