



National Transportation Safety Board Aviation Accident Final Report

Location:	Tuntutuliak, AK	Accident Number:	ANC07LA003
Date & Time:	10/13/2006, 1512 AKD	Registration:	N7336U
Aircraft:	Cessna 207	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The commercial certificated pilot was attempting to land on a remote runway during a Title 14, CFR Part 135, cargo flight. The approach end of the runway is located at the edge of a river. During the pilot's fourth attempt to land, the airplane collided with the river embankment, and sustained structural damage. The director of operations for the operator reported that he interviewed several witnesses to the accident. They told him that the weather conditions in the area had been good VFR, but as the pilot was attempting to land, rain and mist moved over the area, reducing the visibility to about 1/4 mile. Within 30 minutes of the accident, the weather conditions were once again VFR. The pilot told an FAA inspector that the weather conditions consisted of a 500 foot ceiling and 2 miles of visibility. The pilot reported that he made 3 passes over the runway before attempting to land. On the last landing approach, while maintaining 80 knots airspeed, the pilot said the nose of the airplane dropped, he applied full power and tried to raise the nose, but the airplane collided with the river bank.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of distance/altitude during the landing approach, which resulted in an undershoot and in-flight collision with a river embankment. Factors contributing to the accident were reduced visibility due to rain and mist.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) WEATHER CONDITION - DRIZZLE/MIST

Occurrence #2: UNDERSHOOT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

4. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

On October 13, 2006, about 1512 Alaska daylight time, a wheel-equipped Cessna 207 airplane, N7336U, sustained substantial damage when it collided with the edge of a river embankment during the landing approach at the Tuntutuliak Airport, Tuntutuliak, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country nonscheduled cargo flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Flight Alaska Inc., d.b.a. Yute Air Alaska, Anchorage, Alaska. The commercial certificated pilot, the sole occupant, received minor injuries. Instrument meteorological conditions prevailed in the area of the accident. VFR company flight following procedures were in effect. The flight originated at the Bethel Airport, Bethel, Alaska, about 1443.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on October 16, the director of operations for the operator reported that he interviewed several witnesses to the accident, and learned that the pilot was attempting to land on runway 20 at Tuntutuliak. The gravel surface runway is 1,772 long and 28 feet wide. The approach end of the runway is located at the edge of a river. The director of operations said the weather conditions in the area had been good VFR, but as the pilot was attempting to land, rain and mist moved over the area, reducing the visibility to about 1/4 mile. The airplane collided with the river embankment as the pilot was on his fourth landing attempt. The airplane received structural damage to the landing gear, fuselage and wings, and came to rest about 40 degrees to the left of the runway. The director of operations indicated that within 30 minutes of the accident, the weather conditions were once again VFR.

A Federal Aviation Administration (FAA) inspector from the Anchorage Flight Standards District Office (FSDO) interviewed the pilot by telephone. The inspector indicated that the pilot's assessment of the weather conditions was a 500 foot ceiling and 2 miles of visibility. The pilot reported that he made 3 passes over the runway before attempting to land. On the last landing approach, while maintaining 80 knots airspeed, the pilot said the nose of the airplane dropped, he applied full power and tried to raise the nose, but the airplane collided with the river bank.

Pilot Information

Certificate:	Commercial	Age:	60, Male
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	09/01/2006
Occupational Pilot:		Last Flight Review or Equivalent:	10/01/2006
Flight Time:	5700 hours (Total, all aircraft), 1000 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7336U
Model/Series:	207	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20700405
Landing Gear Type:	Tricycle	Seats:	7
Date/Type of Last Inspection:	09/01/2006, Annual	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	61 Hours	Engines:	1 Reciprocating
Airframe Total Time:	21781 Hours at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	Maritime Sales and Leasing	Rated Power:	300 hp
Operator:	Flight Alaska Inc.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	Yute Air Alaska	Operator Designator Code:	YAAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	0.25 Miles
Lowest Ceiling:	Obscured	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4° C
Precipitation and Obscuration:	Moderate - Rain; Mist		
Departure Point:	Bethel, AK (PABE)	Type of Flight Plan Filed:	Company VFR
Destination:	Tuntutuliak, AK (A61)	Type of Clearance:	None
Departure Time:	1443 ADT	Type of Airspace:	

Airport Information

Airport:	Tuntutuliak (A61)	Runway Surface Type:	Gravel
Airport Elevation:	16 ft	Runway Surface Condition:	Wet
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	1772 ft / 28 ft	VFR Approach/Landing:	Full Stop

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	60.335278, -162.666944

Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Report Date:	05/29/2007
Additional Participating Persons:	John Steuernagle; FAA-AL-ANC FSDO 03; 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](#).