



# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	BETHEL, AK	<b>Accident Number:</b>	ANC00LA017
<b>Date &amp; Time:</b>	12/06/1999, 0958 AST	<b>Registration:</b>	N5187B
<b>Aircraft:</b>	Cessna 208B	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

The certificated airline transport pilot, with one, pilot-rated passenger aboard, was departing runway 36 on a scheduled commuter flight. The pilot said that about 100 feet above the runway, he retracted 10 degrees of flaps. He added that as the airplane climbed to about 200 feet above the runway, he retracted the remaining 10 degrees of flaps, and the airplane descended while rolling to the left. The pilot stated that he had to apply full right aileron to keep the airplane upright. He said full power was already applied to the engine, but the airplane continued to descend. The airplane landed on the runway, about 200 feet from the runway threshold, and continued off the end of the runway, into snow-covered terrain. The pilot stated that during his preflight inspection, he removed an accumulation of ice and snow from the wings and empennage. Due to scheduling delays, the flight did not depart until about 2 hours after the initial preflight. The pilot said that prior to departure, he did not recheck for any additional frost accumulation. The airplane sustained substantial damage to the propeller, fuselage, and wings.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:  
The pilot's inadequate preflight and his failure to remove snow and airframe ice from the airplane.

## Findings

Occurrence #1: FORCED LANDING  
Phase of Operation: TAKEOFF - INITIAL CLIMB

- Findings
1. (C) AIRFRAME - ICE
  2. (C) AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
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Occurrence #2: OVERRUN  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: EMERGENCY LANDING AFTER TAKEOFF

- Findings
4. TERRAIN CONDITION - SNOW COVERED

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	4375 hours (Total, all aircraft), 750 hours (Total, this make and model), 4225 hours (Pilot In Command, all aircraft), 288 hours (Last 90 days, all aircraft), 98 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N5187B
<b>Model/Series:</b>	208B 208B	<b>Engines:</b>	1 Turbo Prop
<b>Operator:</b>	ARCTIC AIR GROUP, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135)	<b>Engine Model/Series:</b>	PT6A-114A
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Dawn
<b>Observation Facility, Elevation:</b>	PAB, 123 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Lowest Ceiling:</b>	Unknown / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / , 280°
<b>Temperature:</b>	-24° C	<b>Visibility:</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	, AK (BET)	<b>Destination:</b>	MARSHALL, AK (MLL)

## Airport Information

<b>Airport:</b>	BETHEL (BET)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	36	<b>Runway Surface Condition:</b>	Snow--dry
<b>Runway Length/Width:</b>	6398 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): CLINTON O JOHNSON

Adopted Date: 05/17/2001

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](mailto: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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