



National Transportation Safety Board Aviation Accident Final Report

Location:	Kalaupapa, HI	Accident Number:	GAA17CA191
Date & Time:	03/11/2017, 0830 HST	Registration:	N865MA
Aircraft:	CESSNA 208	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor, 7 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot of the commuter airplane reported that she was going to establish an approach and landing on runway 05 at an airport with a single runway and no taxiways. While on a 7-mile final, she communicated with the pilot of an airplane that was on short final for the same airport. The pilot that was on short final reported that he would report when he was clear of the runway, and he did. The commuter pilot acknowledged the other pilot's clear-of-runway transmission and initiated the approach.

As the pilot descended through 150 ft above ground level, she noticed that the airplane that she had communicated with was not clear of the runway. The airplane on the ground was near the runway 23 numbers with the propeller turning facing toward her landing airplane. She aborted the landing, but the airplane did not climb. The airplane impacted the runway hard and bounced. She reported that, when the airplane touched down after the bounce, she "applied left rudder pedal to steer the aircraft off the runway and out of the way of the other aircraft's possible flight path." The airplane exited the left side of the runway and ground-looped to the left. The airplane sustained substantial damage to the right side of the fuselage and the right wing.

After the groundloop, the pilot of the airplane near the runway 23 numbers attempted to take off. He was contacted via radio transmission by the airport manager and told that the runway was closed until further notice.

Examination of the accident airplane by Federal Aviation Administration Aviation Safety Inspectors determined that there were no preimpact mechanical anomalies with the airplane that would have prevented normal operation.

Probable Cause and Findings

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

The pilot's loss of directional control during the aborted landing, which she conducted due to another airplane, whose pilot had reported being clear of the runway, still being on the runway, and resulted in a hard landing and ground loop.

Findings

Aircraft	Directional control - Not attained/maintained (Cause) Climb capability - Capability exceeded
Personnel issues	Aircraft control - Pilot (Cause)
Environmental issues	Aircraft - Effect on operation (Cause)

Factual Information

History of Flight

Approach-VFR pattern final	Attempted remediation/recovery
Approach-VFR go-around	Loss of control in flight (Defining event)
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	49, Female
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 With Waivers/Limitations	Last FAA Medical Exam:	02/17/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	02/28/2017
Flight Time:	(Estimated) 2002 hours (Total, all aircraft), 31 hours (Total, this make and model), 1674 hours (Pilot In Command, all aircraft), 44 hours (Last 90 days, all aircraft), 24 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N865MA
Model/Series:	208	Aircraft Category:	Airplane
Year of Manufacture:	2002	Amateur Built:	No
Airworthiness Certificate:	Commuter; Normal	Serial Number:	208B0996
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	8750 lbs
Time Since Last Inspection:		Engines:	2 Turbo Prop
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A SER
Registered Owner:	SCHUMAN AVIATION CO. LTD	Rated Power:	675 hp
Operator:	SCHUMAN AVIATION CO. LTD	Operating Certificate(s) Held:	Commercial Air Tour (136); Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	Makana Kai Air	Operator Designator Code:	KDS

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PHMK, 443 ft msl	Distance from Accident Site:	8 Nautical Miles
Observation Time:	0154 UTC	Direction from Accident Site:	244°
Lowest Cloud Condition:	Scattered / 2600 ft agl	Visibility	10 Miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.99 inches Hg	Temperature/Dew Point:	27° C / 21° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Honolulu, HI (PHNL)	Type of Flight Plan Filed:	None
Destination:	Kalaupapa, HI (PHLU)	Type of Clearance:	VFR
Departure Time:	0800 HST	Type of Airspace:	Class G

Airport Information

Airport:	KALAUPAPA (LUP)	Runway Surface Type:	Asphalt
Airport Elevation:	23 ft	Runway Surface Condition:	Dry
Runway Used:	05	IFR Approach:	None
Runway Length/Width:	2700 ft / 75 ft	VFR Approach/Landing:	Go Around; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 7 None	Latitude, Longitude:	21.211111, -156.973611 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	10/17/2017
Additional Participating Persons:	Christopher Howard; FAA; Honolulu, HI Gino D Rezzonico; FAA; Honolulu, HI		
Publish Date:	10/17/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94884		

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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](#).

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