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# Department of the Interior Aviation Lessons Learned



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**Subject: Aircraft Accident Lessons Learned**

**Area of Concern: All Aviation Activities**

**Distribution: All Aviation Users**

**Discussion:** On September 25, 2008, the pilot of a King Air 200 executed a landing on a 2377 foot runway, but was unable to stop before exiting the departure end. The runway used by the pilot has a displaced threshold located 368 feet from the approach end. The aircraft touched down approximately 298 feet past the displaced threshold leaving approximately 2079 feet of usable runway. The runway was damp and the pilot landed with a slight tailwind. After exiting the runway, the aircraft impacted the terrain and came to rest in a shallow river that ran perpendicular to the runway. The distance from the end of the runway to where the aircraft entered the river is approximately 250 feet. There were no injuries.

**LESSONS LEARNED:** The following lessons can be learned from this accident:

1. **Always select the best available runway.** The runway used by the pilot had a slight tailwind component at the time of the accident. Departure from the runway is into rising terrain. With the displaced threshold, only 2377 feet of runway is available. The runway also has a slight downhill gradient of 0.3%. Had the pilot selected to land on the opposite runway, he would have had an additional 368 feet of runway surface available, an uphill gradient of 0.3%, a headwind component, and relatively flat, open terrain in the departure corridor.
2. **If it doesn't look good, GO AROUND.** When landing on a relatively short runway with a tailwind component, touchdown location and landing speed are critical. If you are fast or will land long, initiate a go-around and try again. Never try to salvage a poor approach or wait too long to go around.
3. **Know your aircraft's systems capabilities and limitations.** The pilot stated that the flaps were fully down for landing, but were raised after touch down in preparation for a go around. When he realized that he didn't have runway available to takeoff, the pilot selected beta and used aerodynamic and wheel braking. He did not apply full reverse. The stopping distance required for no propeller reversing exceeded the stopping distance available. By how much? Well, at least 250 feet. Do you know how much runway you'll need in which to stop?

*/s/ Robert Galloway*  
Robert Galloway  
Aviation Safety Manager

