



**National Transportation Safety Board
Factual Data Collection Report of Accident**

LAX04CA296

Aircraft Reg No: N562NA
Most Critical Injury: None

Location/Time

Nearest City/Place: Show Low, AZ
Occurrence Date: 08/18/2004
Occurrence Time: 0445 MST

Flight Itinerary

Last Depart. Point: Phoenix, AZ
Destination: Show Low, AZ

Aircraft Information

Type of Aircraft: Airplane (not Homebuilt)
Make/Model: Pilatus / PC-12/45
Serial Number: 174
Landing Gear: Retractable - Tricycle
Engine Type: Turbo Prop
Engine Make/Model: P & W / PT6A-66
Aircraft Damage: Substantial
Aircraft Fire: None

Operator Information

Registered Acft Owner: Native Air Services, Inc.
Operator of Aircraft: Native Air Services, Inc.
Operator Address: Mesa, AZ
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Night
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Airline Transport; Commercial; Multi-engine Land; Single-engine Land

Flight Time (Hours)

Instrument Ratings: Airplane
Medical Cert: Class 1
Date of Last Med. Exam: 01/2004

Total All Aircraft: 2118
Total Make/Model: 150

Injury Summary

| | <u>Fatal</u> | <u>Serious</u> | <u>Minor/None</u> |
|------|--------------|----------------|-------------------|
| Crew | 0 | 0 | 1 |
| Pass | 0 | 0 | 3 |

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

On August 18, 2004, at 0445 mountain standard time, a Pilatus PC-12/45, N562NA, collided with an elk during the landing roll at the Show Low Regional Airport, Show Low, Arizona. The inboard portion of the left wing sustained substantial damage. Native Air Services, Inc., operated the air ambulance positioning flight under the provisions of 14 CFR Part 91. The airline transport pilot and three flight nurses were not injured. Night visual meteorological conditions prevailed, and a company visual flight rules flight plan was in effect. The airplane departed from Williams Gateway Airport, Phoenix, Arizona, and was destined for Show Low.

In a written statement, the pilot reported landing on runway 06. During the landing roll, one elk crossed the runway and another elk stopped directly in front of the airplane, just prior to impact. The airplane's indicated airspeed was approximately 70 to 80 knots. The elk impacted the airplane directly on the nose and was thrown into the leading edge of the left wing. The airplane veered to the left, and the pilot attempted to gain control of the airplane. When the airplane stopped, the pilot and medical crew exited. The pilot noted no mechanical anomalies with the airplane prior to the accident.

The operator stated that the company did not instruct its pilots to make a low pass over the runway prior to landing. The company safety officer felt that this created an unsafe situation due to the high performance of the airplane.

In the airport facility directory it states that deer, elk, and antelope are in the vicinity of the runway. After dark, it recommended a clearing pass.

According to the United States Naval Observatory, approximately 3 percent of the moon's visible disk was illuminated the morning of the accident. The sun rose at 0545.

The airport manager reported that a meeting was held on the day prior to the accident regarding the installation of a higher fence to assist in preventing wildlife from wandering onto the airport surface area. The project was approved, and its suspected completion is in 3 months. The current



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Narrative (Continued)

fence system consists of three fences. The outermost fence is electrical and contains upper and lower wires. The second fence is about 4 feet tall and consists of four barbed wires. The innermost fence is a single strand electrical barbed wire. The electrical fence was operating normally during a post accident check and no breaks in the fence were located. The last recorded animal strike at the airport was about 5 years prior to the accident.