



Aviation Investigation Final Report

Location:	Hill City, Minnesota	Accident Number:	CEN20CA111
Date & Time:	March 3, 2020, 17:00 Local	Registration:	N206JF
Aircraft:	Cessna P206	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

According to the pilot, he was receiving a flight review and the flight instructor had briefed him to fly the approach to the runway and to terminate the approach by conducting a go-around. However, the pilot allowed the airplane to become "too low and too slow." The landing gear contacted the snow-covered runway as engine power was being added, and the airplane nosed over. The airplane sustained substantial damage to the left wing. The chart supplement for the airport indicated that the airport was closed during winter months. In addition, a NOTAM was in effect advising pilots that the runway was closed from early December through mid-May.

Probable Cause and Findings

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

The pilot's failure to maintain the proper altitude and airspeed during the approach and his delayed addition of power to go around and the flight instructor's delayed remedial action, which resulted in a nose-over after landing on the closed snow-covered runway.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Delayed action - Pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Altitude - Not attained/maintained
Aircraft	Airspeed - Not attained/maintained
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

History of Flight

Approach	Miscellaneous/other
Approach	Collision with terr/obj (non-CFIT)
Other	Nose over/nose down (Defining event)

Pilot Information

Certificate:	Private	Age:	61, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	July 23, 2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 18, 2018
Flight Time:	1342 hours (Total, all aircraft), 1259 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 6 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	69, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 9, 2019
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 21, 2019
Flight Time:	(Estimated) 19315 hours (Total, all aircraft), 1150 hours (Total, this make and model), 18450 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N206JF
Model/Series:	P206 Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	1965	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P206-0137
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 27, 2019 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2164.7 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	On file	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KGPZ,1355 ft msl	Distance from Accident Site:	16 Nautical Miles
Observation Time:	22:56 Local	Direction from Accident Site:	13°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.5 inches Hg	Temperature/Dew Point:	1°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Grand Rapids, MN (GPZ)	Type of Flight Plan Filed:	None
Destination:	Bowstring, MN (9Y0)	Type of Clearance:	None
Departure Time:	16:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	Hill City-Quadna Mountain 07Y	Runway Surface Type:	Snow
Airport Elevation:	1289 ft msl	Runway Surface Condition:	Snow
Runway Used:	16	IFR Approach:	None
Runway Length/Width:	2902 ft / 150 ft	VFR Approach/Landing:	Go around

Wreckage and Impact Information

Crew Injuries:	1 Minor, 1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	46.955833,-93.597503(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Nick Halatsis; FAA; Minneapolis, MN
Original Publish Date:	June 29, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101025

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