



Aviation Investigation Final Report

Location:	TURNER, Maine	Accident Number:	BF092LA071
Date & Time:	May 21, 1992, 08:00 Local	Registration:	N9446G
Aircraft:	CESSNA U206E	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT HAD PREVIOUSLY FLOWN TO THE AIRPORT AS A PASSENGER. DURING THOSE FLIGHTS THE AIRPORT OWNER PILOTEED THE AIRPLANE. WHEN THE ACCIDENT OCCURRED, THE AIRPORT OWNER WAS ABOARD AS A PASSENGER. THE PILOT STATED THAT HE OVERFLEW THE AIRSTRIP TO FAMILIARIZE HIMSELF WITH THE TOUCHDOWN AREA. DURING THE FLARE/TOUCHDOWN, THE PILOT STATED THAT HE 'PULLED THE POWER OFF AND DROPPED IT RIGHT IN.' THE AIRPLANE LANDED HARD SHEARING OFF THE NOSEWHEEL AND NOSED OVER. THE PILOT REPORTED THAT THERE WAS NO MECHANICAL MALFUNCTION, AND THE ACCIDENT COULD HAVE BEEN PREVENTED IF THE FIELD WAS NOT SOFT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE FLARE WHICH RESULTED IN A HARD LANDING. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT TERRAIN.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (F) TERRAIN CONDITION - SOFT

2. (C) FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

Pilot Information

Certificate:	Private	Age:	47, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	December 27, 1991
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1206 hours (Total, all aircraft), 12 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9446G
Model/Series:	U206E U206E	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20601646
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	April 1, 1992 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3239 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F9B
Registered Owner:	ROBERT H. PROULX	Rated Power:	300 Horsepower
Operator:	ROBERT H. PROULX	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	AUG ,352 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	07:51 Local	Direction from Accident Site:	265°
Lowest Cloud Condition:	Scattered / 18000 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	19°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TURNER , ME (3B5)	Type of Flight Plan Filed:	None
Destination:	TURNER , ME (0)	Type of Clearance:	None
Departure Time:	08:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	TWITCHELL AIRPORT 0	Runway Surface Type:	Grass/turf
Airport Elevation:	360 ft msl	Runway Surface Condition:	Soft
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	1200 ft / 200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Johnson, Beverley
Additional Participating Persons:	RAY CLOUTIER; PORTLAND , ME
Original Publish Date:	March 9, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=11794

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).