



# Aviation Investigation Final Report

<b>Location:</b>	NOATAK, Alaska	<b>Accident Number:</b>	ANC94LA083
<b>Date &amp; Time:</b>	July 16, 1994, 12:00 Local	<b>Registration:</b>	N8287Q
<b>Aircraft:</b>	CESSNA 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

THE PILOT 'DRAGGED' THE GRAVEL BAR, LOCATED ON THE KELLY RIVER, THREE TIMES AND DID NOT SEE ANYTHING UNUSUAL. HE HAD LANDED IN THAT AREA DURING THREE PREVIOUS FLIGHTS. HE LANDED ON THE GRAVEL BAR AND DURING THE LANDING ROLL OUT THE AIRPLANE STRUCK A 'CUT BANK.' THE AIRPLANE'S NOSE GEAR WAS SHEARED AND THE MAIN LANDING GEAR WAS PUSHED REARWARD. THE COLOR OF THE GRAVEL IN THE LANDING AREA AND THE 'CUT BANK' WERE THE SAME.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF UNSUITABLE LANDING AREA. A FACTOR WAS A 'CUT BANK' IN THE LANDING AREA.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DITCH

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Occurrence #2: GEAR COLLAPSED  
Phase of Operation: LANDING - ROLL

## Factual Information

On July 16, 1994, at 1200 Alaska daylight time, a wheel equipped Cessna 206 airplane, registered to and operated by Northwestern Aviation of Kotzebue, Alaska, struck a "cut bank" while landing on a gravel bar on the Kelly River, 100 miles north of Kotzebue. The Air Taxi flight, operating under 14 CFR Part 135, departed Kotzebue on a VFR flight plan and the destination was the accident site. Visual meteorological conditions prevailed. The pilot and the passenger were not injured and the airplane was substantially damaged.

According to the pilot, he had landed on the gravel before but he still "dragged" the strip three times before this landing. He dragged the strip each time at a lower altitude ending with 500 feet. He could not see the "cut bank" during his observations of the landing area. During the roll out the airplane struck the cut bank. The cut bank was approximately 3 to 4 feet deep and was composed of the same material as the rest of the gravel bar.

The airplane's nose gear sheared just above the fork attach points and the main landing gear was pushed rearward causing damage to the fuselage gear box attaching structure.

According to information provided by the Federal Aviation Administration Airman Certification Branch in Oklahoma City, Oklahoma, the pilot applied for an additional aircraft category rating on May 6, 1994. The pilot listed that he had a total time of 3800 hours in airplanes and 35 hours in helicopters. He was issued a rotorcraft/helicopter rating which fulfilled the additional requirement for a Biennial Flight Review.

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider; Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 2, 1994
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	3835 hours (Total, all aircraft), 3313 hours (Pilot In Command, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N8287Q
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20603148
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	IO-520
<b>Registered Owner:</b>	NORTHWESTERN AVIATION	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	FWHC

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	90 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29 inches Hg	<b>Temperature/Dew Point:</b>	24°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KOTZEBUE , AK (OTZ )	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	67.569686,-162.999908(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	STEVE KETZER; FAIRBANKS , AK
<b>Original Publish Date:</b>	May 9, 1995
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2523">https://data.ntsb.gov/Docket?ProjectID=2523</a>

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