



Aviation Investigation Final Report

Location:	HOMER, Alaska	Accident Number:	ANC95LA159
Date & Time:	September 6, 1995, 07:15 Local	Registration:	N37EW
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

According to the pilot's statement, he was flying to Bear Cove to position the airplane for a passenger pickup. He aligned the airplane to land to the west into the wind. On short final the windssock went limp, and the airplane struck the runway's threshold, which was situated on a bluff. Subsequently, the nose gear sheared off, and the airplane nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions, which resulted in his failure to reach the proper touchdown point for landing. Factors related to the accident were: the variable wind condition, and rising terrain (no overrun) at the approach end of the runway.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 4. (F) AIRPORT FACILITIES,RUNWAY OVERRUN AREA - UNAVAILABLE
- 5. (F) TERRAIN CONDITION - RISING

Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

- 6. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #4: NOSE OVER

Phase of Operation: LANDING

Factual Information

On September 6, 1995, at 0715 Alaska daylight time, a wheel equipped Cessna 206 airplane, N37EW, operated by Homer Air Service of Homer, Alaska, undershot the landing airstrip and nosed over during a landing attempt on a remote airstrip locally known as "Bear Cove" which is located in Bear Cove at the head of Kachemak Bay, Alaska. The positioning flight, operating under 14 CFR Part 91, departed Seldovia, Alaska, and the destination was Bear Cove. A company visual flight rules flight plan was filed and visual meteorological conditions prevailed. The commercial certificated pilot, the sole occupant, was not injured and the airplane was substantially damaged.

According to the statement attached to the NTSB Form 6120.1/2, the pilot was landing to the west into an estimated 8 knot headwind. Just prior to touchdown the pilot wrote that the windsock went limp and the airplane struck the threshold of the runway which was located on a bluff. The nose gear sheared off and when the airplane touched down on the runway it nosed over.

Pilot Information

Certificate:	Commercial	Age:	55, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	January 5, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	7554 hours (Total, all aircraft), 3700 hours (Total, this make and model), 266 hours (Last 90 days, all aircraft), 101 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N37EW
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602997
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	August 2, 1995 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	72 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6940 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	C & L INC.	Rated Power:	300 Horsepower
Operator:	HOMER AIR SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	ENEA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dawn
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 3000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	10°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SELDOVIA , AK (SOV)	Type of Flight Plan Filed:	Company VFR
Destination:	BEAR COVE , AK	Type of Clearance:	None
Departure Time:	06:55 Local	Type of Airspace:	Class G

Airport Information

Airport:	BEAR COVE	Runway Surface Type:	Dirt
Airport Elevation:	150 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	59.399726,-151.319702(est)

Administrative Information

Investigator In Charge (IIC):	Kobelnyk, George
Additional Participating Persons:	JOHN HALLINAN; ANCHORAGE , AK
Original Publish Date:	April 29, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2732

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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](#).