



Aviation Investigation Final Report

Location:	WILLOW, Alaska	Accident Number:	ANC96LA035
Date & Time:	March 17, 1996, 18:50 Local	Registration:	N942SA
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot was landing the ski-equipped airplane on a frozen and snow covered lake to pick up a passenger. During the landing roll, the airplane hit a small bump and the nose wheel ski broke through the surface of crusty snow. The nose ski then struck uneven terrain below the snow. The nose wheel was 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 selection of unsuitable terrain for landing. Snow covered terrain that concealed uneven terrain was a factor in the accident.

Findings

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

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
 2. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 3. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

4. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Occurrence #3: NOSE OVER

Phase of Operation: LANDING - ROLL

Factual Information

On March 17, 1996, about 1850 Alaska standard time, a ski equipped Cessna 206, N942SA, crashed during landing at Trapper Lake, about 15 miles north of Willow, Alaska. The airplane was being operated as a visual flight rules (VFR) positioning flight under Title 14 CFR Part 91 when the accident occurred. The airplane, registered to and operated by Susitna Air Service Inc., Willow, sustained substantial damage. The certificated commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect. The flight originated from Kashwitna Lake, Kashwitna, Alaska, about 1845.

The pilot reported that he was landing on the frozen and snow covered lake to pick up a passenger. During the landing roll, the airplane hit a small bump and the nose wheel ski broke through the surface of crusty snow. The nose ski then struck uneven terrain below the snow. The nose wheel was sheared off and the airplane nosed over. The airplane received damage to the vertical stabilizer and fuselage.

Pilot Information

Certificate:	Commercial	Age:	34, 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 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 12, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5500 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 60 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N942SA
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U2060553
Landing Gear Type:	Tricycle; Ski	Seats:	5
Date/Type of Last Inspection:	February 16, 1996 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	48 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8053 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	SUSITNA AIR SERVICE INC.	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	EQLC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KASHWITNA , AK	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	18:45 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	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:	61.889682,-149.72911(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	GENE GORDELL; ANCHORAGE , AK
Original Publish Date:	July 25, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2809

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