



Aviation Investigation Final Report

Location:	PLATINUM, Alaska	Accident Number:	ANC97TA098
Date & Time:	July 7, 1997, 14:45 Local	Registration:	N756ZV
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The air taxi pilot was landing the float-equipped airplane on his third trip of the day to the accident location. He said that on the accident flight he landed towards the beach with a tailwind. He touched down too close to the beach, and was unable to stop the airplane before it ran upon the beach and nosed over.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of the proper touchdown point. A factor associated with the accident was a tailwind.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
 2. (C) PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On July 7, 1997, about 1445 Alaska daylight time, an amphibian float equipped Cessna U206G airplane, N756ZV, sustained substantial damage while landing in the ocean near Cape Pierce, Alaska. Cape Pierce is located about 16 miles south of Platinum, Alaska. The airline transport certificated pilot was not injured; the two passengers aboard reported minor injuries. The 14 CFR Part 135 air taxi flight operated in visual meteorological conditions under charter to the United States Geologic Survey (USGS) office located in Anchorage, Alaska. The purpose of the flight was to transport USGS employees to Cape Pierce from Cape Newenham, Alaska. A company flight plan was in effect. This was the pilot's third trip of the day to the accident location.

During a conversation with the NTSB investigator-in-charge (IIC) on July 9, the pilot related he was landing with a tailwind towards the beach. He said the airplane didn't come off the step as quickly as he anticipated, and that it continued out of the water and onto the beach, where it nosed over. The pilot said there was no preaccident mechanical problems with the airplane. He also said the amphibian landing gear wheels were retracted at the time of landing.

Pilot Information

Certificate:	Airline transport; Commercial	Age:	38, 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--no waivers/lim.	Last FAA Medical Exam:	April 4, 1997
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	6200 hours (Total, all aircraft), 125 hours (Total, this make and model), 3200 hours (Pilot In Command, all aircraft), 40 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N756ZV
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20604495
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	July 5, 1997 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7491 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F17B
Registered Owner:	WILLIAM L. JOHNSON	Rated Power:	300 Horsepower
Operator:	YUTE AIR ALASKA	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	YAAA

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	20 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	345°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CAPE NEWENHAM , AK	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	14:30 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;Valley/terrain following

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	58.99913,-161.69049(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	BOB MERCER (FAA); ANCHORAGE , AK RON HANKS (OAS); BOISE , ID
Original Publish Date:	November 10, 1998
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=3084

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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](#).