



# Aviation Investigation Final Report

<b>Location:</b>	ELK CITY, Idaho	<b>Accident Number:</b>	SEA90LA093
<b>Date &amp; Time:</b>	June 8, 1990, 12:30 Local	<b>Registration:</b>	N9922Z
<b>Aircraft:</b>	CESSNA TU206G	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

DURING THE APPROACH FOR LANDING AT A PRIVATE GRASS STRIP, THE PILOT NOTED THAT A LIGHT RAIN SHOWER WAS PRESENT. THE PILOT SET UP THE APPROACH WITH A LIGHT TAILWIND. WHEN OVER THE THRESHOLD, THE AIRPLANE SUDDENLY BALLOONED UP APPROXIMATELY 50 TO 60 FEET. THE PILOT DOVE THE AIRPLANE TO THE RUNWAY AND LANDED WITH EXCESS AIRSPEED. THE PILOT APPLIED BRAKES, HOWEVER, DUE TO THE WET GRASS, THE BRAKES WERE INEFFECTIVE. THE AIRPLANE VEERED OFF THE RUNWAY AND COLLIDED INTO ROCKS. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING ROLL. THE LANDING WAS MADE ON A WET RUNWAY WITH EXCESSIVE AIRSPEED.

### Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

#### Findings

1. (F) TERRAIN CONDITION - WET
2. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

3. (F) AIRSPEED - EXCESSIVE - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

4. TERRAIN CONDITION - ROUGH/UNEVEN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	64, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 2, 1989
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N9922Z
<b>Model/Series:</b>	TU206G TU206G	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	20606746
<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>	0 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	TSIO 520 M
<b>Registered Owner:</b>		<b>Rated Power:</b>	310 Horsepower
<b>Operator:</b>	THOMAS, HAROLD E.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## 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>	50 miles
<b>Lowest Ceiling:</b>	Unknown	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	-18°C / -18°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	ALLISON RANCH	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	2650 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	33	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1200 ft / 30 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>	45.799034,-115.510917(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eckrote, Debra
<b>Additional Participating Persons:</b>	DENNIS HARN; SEATTLE , WA
<b>Original Publish Date:</b>	September 28, 1992
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=41204">https://data.nts.gov/Docket?ProjectID=41204</a>

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