



Aviation Investigation Final Report

Location:	GRANGEVILLE, Idaho	Accident Number:	SEA95LA106
Date & Time:	May 24, 1995, 11:30 Local	Registration:	N1LF
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

THE PILOT APPROACHED RUNWAY 7 FOR LANDING. HE REPORTED THAT THE WIND WAS FROM THE NORTHEAST AT 10 KNOTS. DURING THE LANDING, THE NOSE GEAR TOUCHED DOWN FIRST AND THE AIRPLANE BOUNCED. THE PROPELLER CONTACTED THE RUNWAY SURFACE, FOLLOWED BY THE LEFT WING. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE, AND THE AIRPLANE SKIDDED OFF THE RUNWAY AND INTO A DITCH. THE LEFT WING WAS SUBSTANTIALLY DAMAGED. THE PILOT DID NOT REPORT ANY MECHANICAL MALFUNCTIONS. NO EVIDENCE OF PRE-IMPACT MECHANICAL MALFUNCTIONS OR LANDING GEAR DAMAGE WAS FOUND DURING AN EXAMINATION OF THE WRECKAGE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE PILOT TO ADEQUATELY RECOVER FROM A BOUNCED LANDING, AND HIS FAILURE TO MAINTAIN DIRECTIONAL CONTROL OF THE AIRPLANE DURING THE LANDING ROLL. A FACTOR CONTRIBUTING TO THE ACCIDENT WAS A DITCH.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (C) RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
2. (C) DIRECTIONAL CONTROL - NOT OBTAINED/MAINTAINED - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

3. (F) TERRAIN CONDITION - DITCH

Factual Information

On May 24, 1995, about 1130 hours Pacific daylight time, N1LF, a Cessna 206, operated by Grangeville Air Services, Inc., collided with a ditch during landing and was substantially damaged in Grangeville, Idaho. The commercial pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed and no flight plan had been filed. The positioning flight departed from Moose Creek, Idaho, and was conducted under 14 CFR 91.

According to the pilot:

On turning final for Runway 7 I increased flaps to 40 degrees and slowed to 70 knots. I then reduced power and speed to 65 knots. I let it settle and touched the main gear down. The left wing started to come up. I put in left [aileron] and right rudder. The left main gear touched back down. Still straight on the center line I let the nose wheel down. Immediately when the nose wheel touched it went to the right [severely]. I stood on the left rudder and brake but it would not correct. The right wing came up and the prop hit the ground. The plane proceeded for the ditch and I was unable to stop.

The pilot also reported that the winds were out of the northeast at 10 knots. He did not report any mechanical malfunctions.

According to an FAA aviation safety inspector from Renton, Washington, an examination of the runway surface immediately following the accident revealed the presence a nose gear tire skid mark at the reported initial touchdown area of the runway. Subsequent to this skid mark, and along the direction of landing, paint transfer from the left wing tip and gouges/slices from the propeller were found on the asphalt. Further down the runway, more evidence of nose gear tire skid marks and gouges/slices were found. Skid marks from the main landing gear were then found further down the runway, these marks rapidly curved off the southern edge of the runway towards a ditch. The right main tire of the airplane dropped into the ditch.

The inspector reported that the inboard portion of the left wing was substantially damaged. No evidence of pre-impact mechanical malfunctions or landing gear damage was found by the inspector.

Pilot Information

Certificate:	Commercial	Age:	50, Male
Airplane Rating(s):	Single-engine land; 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:	October 27, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2189 hours (Total, all aircraft), 970 hours (Total, this make and model), 2189 hours (Pilot In Command, all aircraft), 21 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1LF
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	20603656
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	January 5, 1995 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	36 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3523 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-M
Registered Owner:	GRANGEVILLE AIR SERVICE, INC.	Rated Power:	310 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	GRANGEVILLE AIR SERVICE, INC.	Operator Designator Code:	GGTA

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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	45°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	MOOSE CREEK , ID (1U1)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	10:45 Local	Type of Airspace:	Class G

Airport Information

Airport:	IDAHO COUNTY S80	Runway Surface Type:	Asphalt
Airport Elevation:	3310 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	5100 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	45.900268,-116.130409(est)

Administrative Information

Investigator In Charge (IIC):	Guzzetti, Jeffrey
Additional Participating Persons:	DONALD MICKNAK; RENTON , WA
Original Publish Date:	December 19, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=42154

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).