



Aviation Investigation Final Report

Location:	ILIAMNA, Alaska	Accident Number:	ANC84LA138
Date & Time:	August 16, 1984, 17:35 Local	Registration:	N4660U
Aircraft:	CESSNA U206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

PLT HAD DELIVERED NEW FLOAT PLANE. OWNER REQUESTED A DEMO FLT AS PILOT AT CONTROLS. PILOT IN COMMAND PERMITTED THIS DESPITE KNOWLEDGE THAT OWNER HAD NO FLOAT PLANE EXPERIENCE. TAKEOFF AND PATTERN CIRCUIT WERE NORMAL. LANDING FLARE APPEARED SLIGHTLY NOSE LOW TO PIC, BUT ACCEPTABLE. ON TOUCHDOWN, OWNER FAILED TO HOLD BACK PRESSURE ON ELEVATOR AS FLOATS 'DUG IN.' ACFT PITCHED FORWARD AND NOSED OVER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) RELINQUISHING OF CONTROL - IMPROPER - PILOT IN COMMAND
2. (F) COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
3. (C) FLARE - INADEQUATE - COPILOT/SECOND PILOT
4. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT/SECOND PILOT

5. (C) ELEVATOR - IMPROPER USE OF - COPILOT/SECOND PILOT
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Expired	Last FAA Medical Exam:	December 27, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	12000 hours (Total, all aircraft), 270 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4660U
Model/Series:	U206 U206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20605036
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	June 1, 1984 Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	120 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	629 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F-9
Registered Owner:	RENE FROHLICH	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

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	60 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ILIAMNA , AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	00:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Gravel;Snow
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	59.850894,-154.559127(est)

Administrative Information

Investigator In Charge (IIC): Stella, Marc

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4339>

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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](#).