



Aviation Investigation Final Report

Location:	TALKEETNA, Alaska	Accident Number:	ANC99LA116
Date & Time:	July 31, 1999, 11:00 Local	Registration:	N3831G
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot was landing on a remote airstrip that was about 1,000 feet long, 30 feet wide, and about 3,600 feet msl. During the landing roll, the pilot applied the brakes, but the left brake was soft. The pilot said he could not stop the airplane before running off the end of the airstrip. The nose wheel struck several rocks about 50 feet off the end of the strip. The nose wheel then separated from the nose wheel strut. The airplane nosed down and the left wing collided with rocky terrain. After the accident, the pilot said he observed the left main tire covered by brake fluid, but he did not examine the brake cylinder.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A leak/partial failure of the left main gear brake system. Factors in the accident were a short runway/landing area, and the presence of rocks/boulders at the end of the airstrip.

Findings

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

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - LEAK
2. BRAKES(NORMAL) - DIMINISHED
3. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SHORT RUNWAY/LANDING AREA

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

Findings

4. (F) TERRAIN CONDITION - ROCK(S)/BOULDER(S)
5. LANDING GEAR,NOSE GEAR - SHEARED

Factual Information

On July 31, 1999, about 1100 Alaska daylight time, a wheel equipped Cessna 206 airplane, N3831G, sustained substantial damage while landing on a remote airstrip, about 12 miles east of Talkeetna, Alaska, about latitude 62 degrees, 10.3 minutes north, and longitude 150 degrees, 03.8 minutes west. The airplane was being operated as a visual flight rules (VFR) local area business flight under Title 14 CFR Part 91 when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed.

On August 16, 1999, a Federal Aviation Administration (FAA) operations inspector, Anchorage Flight Standards District Office (FSDO), reported he followed up on an initial report of minor damage to the airplane. The inspector verified that about four feet of the left wing leading edge was damaged. The wing ribs and the wing spar were also damaged.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on August 17, 1999, the pilot reported he was landing at the Bald Mountain airstrip as part of his mining business. The strip is oriented east/west, and its elevation is approximately 3,600 feet msl. The pilot said he was landing toward the west. The airstrip is about 1,000 feet long, and 30 feet wide. During the landing roll, the pilot said he could not stop the airplane before running off the end of the airstrip, and the nose wheel struck several rocks about 50 feet off the end of the strip. The nose wheel then separated from the nose wheel strut. The airplane nosed down and the left wing collided with rocky terrain. The pilot said he saw what appeared to be hydraulic fluid on and around the left main tire, but he did not examine the brake cylinder.

In the narrative portion of the Pilot/Operator report (NTSB form 6120.1/2) submitted by the pilot, the pilot said that when he applied the brakes during the landing roll, the left brake was soft. After the accident, he saw the left main tire was covered by brake fluid.

Pilot Information

Certificate:	Private	Age:	58, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 27, 1999
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	11000 hours (Total, all aircraft), 6000 hours (Total, this make and model), 11000 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N3831G
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2060831
Landing Gear Type:	Tricycle	Seats:	1
Date/Type of Last Inspection:	October 22, 1998 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	67 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6375 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	WILLIAM MERRILL	Rated Power:	300 Horsepower
Operator:	LEONARD W. KRAGNESS	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	100 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	225°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	, AK	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	10:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	BALD MOUNTAIN	Runway Surface Type:	Gravel
Airport Elevation:	3600 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1000 ft / 30 ft	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:	62.449459,-149.789855(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	DAVE LUCHER (FAA); ANCHORAGE , AK
Original Publish Date:	June 23, 2000
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=47162

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](#).