



Aviation Investigation Final Report

Location:	TALKEETNA, Alaska	Accident Number:	ANC86LA143
Date & Time:	September 4, 1986, 15:20 Local	Registration:	N942SA
Aircraft:	CESSNA TU206A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT FORGOT TO RETRACT THE LANDING GEAR ON THE AMPHIBOUS FLOATS AFTER TAKING OFF FROM A GRAVEL RUNWAY. HE LANDED ON A LAKE WITH THE WHEELS EXTENDED AND THE AIRPLANE TURNED 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. (C) GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
2. (F) INATTENTIVE - PILOT IN COMMAND
3. (F) CHECKLIST - NOT USED - PILOT IN COMMAND
4. (C) WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial	Age:	35, 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 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 4, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5970 hours (Total, all aircraft), 725 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 205 hours (Last 90 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N942SA
Model/Series:	TU206A TU206A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U2060553
Landing Gear Type:	Amphibian	Seats:	2
Date/Type of Last Inspection:	August 15, 1981 100 hour	Certified Max Gross Wt.:	3730 lbs
Time Since Last Inspection:	46 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	4646 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	TSIO-520-M
Registered Owner:	SUSTITNA AIR SERVICE	Rated Power:	310 Horsepower
Operator:	TY KIDDER LEE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	SUSITNA AIR SERVICE	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:	Unknown	Visibility	30 miles
Lowest Ceiling:	Broken	Visibility (RVR):	
Wind Speed/Gusts:	3 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	360°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	TALKEETNA , AK (TKA)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	15:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	SHOVEL LAKE	Runway Surface Type:	Water
Airport Elevation:	1000 ft msl	Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	7500 ft / 400 ft	VFR Approach/Landing:	Straight-in

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:	62.450798,-149.789413(est)

Administrative Information

Investigator In Charge (IIC):	Stella, Marc
Additional Participating Persons:	CHARLES J CROM; ANCHORAGE , AK
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=4729

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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](#).