



# Aviation Investigation Final Report

<b>Location:</b>	BEAR CREEK NO.1, Alaska	<b>Accident Number:</b>	ANC89LA108
<b>Date &amp; Time:</b>	June 28, 1989, 21:50 Local	<b>Registration:</b>	N3902G
<b>Aircraft:</b>	CESSNA 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THIS PRIVATE PILOT CRASHED WHILE HAULING FUEL INTO A PRIVATE MOUNTAINOUS AIRSTRIP. HE REPORTED THAT HE LANDED HARD FROM ABOUT 15 FEET WHEN HE ENCOUNTERED A DOWNDRAFT. THE AIRPLANE BOUNCED, AT WHICH TIME THE PILOT LOST SIGHT OF THE RUNWAY, DUE TO LANDING INTO THE SUN. THE PILOT THEN LOST CONTROL, AND THE AIRPLANE CRASHED OFF THE SIDE OF THE RUNWAY, AND WAS DESTROYED BY FIRE.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INPROPER RECOVERY FROM A BOUNCED LANDING WHICH RESULTED IN A LOSS OF DIRECTIONAL CONTROL. CONTRIBUTING TO THE ACCIDENT WAS THE PILOTS OVERCONFIDENCE IN PERSONAL ABILITY, THE GUSTY CROSSWIND CONDITIONS AND THE SUNGLARE.

## Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (F) WEATHER CONDITION - GUSTS
2. (F) WEATHER CONDITION - CROSSWIND

3. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. (F) LIGHT CONDITION - SUNGLARE
  6. (F) OVERCONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

7. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
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Occurrence #3: FIRE  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	48, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	May 1, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	998 hours (Total, all aircraft), 750 hours (Total, this make and model), 739 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N3902G
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	U-206-0902
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	ROGER W BROOKS	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	BROOKS FUEL	<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>	Clear	<b>Visibility</b>	60 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	350°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	21°C / -18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	FAIRBANKS , AK (FAI)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	BEAR CREEK NO.1, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	18:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BEAR CREEK NO. 1	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	575 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2800 ft / 70 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Daw, Roy
<b>Additional Participating Persons:</b>	BERNARD BERNIS; FAIRBANKS , AK
<b>Original Publish Date:</b>	August 22, 1990
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=5211">https://data.ntsb.gov/Docket?ProjectID=5211</a>

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