



# Aviation Investigation Final Report

<b>Location:</b>	Galena, Alaska	<b>Accident Number:</b>	ANC01LA147
<b>Date &amp; Time:</b>	September 24, 2001, 15:00 Local	<b>Registration:</b>	N35962
<b>Aircraft:</b>	Cessna 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot reported he was preparing to takeoff with a load of moose meat and a hunter from a remote gravel bar. He checked the performance tables for takeoff in the short takeoff and landing (STOL) modified airplane, and calculated he would need approximately 500 feet to takeoff. He estimated the length of the gravel bar as 600 feet. In his report to the NTSB, the pilot said a ground witness indicated the prevailing wind shifted from an 8 to 10 knot headwind into a 5 knot tailwind, just as the airplane became airborne at the end of the gravel bar. The pilot said he was unable to keep the airplane in the air, and it settled into the water at the edge of the gravel bar and nosed over. He noted in his report that the accident could have been prevented by: "Lighter loads and more of them. Closer attention to possible wind shear conditions."

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate preflight planning and preparation for takeoff from an off-airport, short field site. Factors associated with the accident are a variable wind, and the pilot's inadequate weather evaluation.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - INITIAL CLIMB

#### Findings

1. (F) WEATHER CONDITION - VARIABLE WIND
2. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (C) PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. TERRAIN CONDITION - WATER

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Occurrence #2: NOSE OVER

Phase of Operation: TAKEOFF - INITIAL CLIMB

## Factual Information

On September 24, 2001, about 1500 Alaska daylight time, a wheel-equipped Cessna 206 airplane, N35962, sustained substantial damage during takeoff from a gravel bar in the Dulbi River, located about 43 miles northeast of Galena, Alaska. The airline transport certificated pilot and the one passenger aboard were not injured. The 14 CFR Part 91 business flight (hunt/guide) operated in visual meteorological conditions without a flight plan. The purpose of the flight was to transport a hunting client and his equipment to Galena. The operator was Kurt Lepping, doing business as Alaska Brown Bear Safaris and Trophy Outfitters, Wasilla, Alaska.

During a telephone conversation with the NTSB investigator-in-charge on September 27, the pilot related he was attempting to takeoff from a 600 feet long gravel bar with a load of moose meat and a hunter. He calculated the airplane to be at or near maximum gross weight, and said that he reviewed the short takeoff and landing (STOL) modified airplane's performance tables. With the prevailing 8 to 10 knot westerly headwind, he estimated the takeoff distance to be approximately 500 feet. He said that the airplane accelerated normally, became airborne before the end of the gravel bar, but then settled into shallow water, nosing over and damaging the left wing. The pilot said that the owner of the airplane watched the takeoff, and told him the wind shifted from a headwind to a 5 knot tailwind during the takeoff roll.

In his written report to the NTSB, the pilot wrote under, Recommendation (How Could This Accident Been Prevented): "Lighter loads and more of them. Closer attention to possible wind shear."

## Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 26, 2001
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	May 10, 2001
<b>Flight Time:</b>	3200 hours (Total, all aircraft), 62 hours (Total, this make and model), 2788 hours (Pilot In Command, all aircraft), 249 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N35962
<b>Model/Series:</b>	206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20602833
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<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>	IO520
<b>Registered Owner:</b>	Kurt Lepping	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	AK Brown Bear Safaris and Trophy Outfitters	<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>	25 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Galena, AK	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	65.133331,-155.666671

## Administrative Information

Investigator In Charge (IIC):	La Belle, James
Additional Participating Persons:	Gil Glover; FAA Flight Standards; Fairbanks, AK
Original Publish Date:	August 26, 2002
Last Revision Date:	
Investigation Class:	<a href="#">Class</a>
Note:	
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=54909">https://data.nts.gov/Docket?ProjectID=54909</a>

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