



Aviation Investigation Final Report

Location:	KAHILTNA RIVER, Alaska	Accident Number:	ANC91LA069
Date & Time:	June 8, 1991, 12:00 Local	Registration:	N5039U
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT RECENTLY UPGRADED FROM A CESSNA 180 AIRPLANE TO A CESSNA 206 AIRPLANE. HE HAD NOT LANDED THE CESSNA 206 AIRPLANE ON THIS SAND BAR BEFORE, ONLY THE CESSNA 180. HE STATED HE LANDED A LITTLE 'HOT' AND AFTER PASSING THE RIVER BANK HE 'CUT' HIS THROTTLE TO IDLE. THE AIRPLANE LANDED HARD AND BOUNCED INTO THE AIR. UPON TOUCHING DOWN THE SECOND TIME, THE AIRPLANE NOSED OVER. EXAMINATION OF THE NOSE GEAR STRUT ASSEMBLY SHOWED NO MECHANICAL DIFFICULTIES.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S EXCESSIVE DESCENT AND LACK OF FAMILIARITY WITH THE AIRCRAFT. CONTRIBUTING TO THE ACCIDENT WAS THE SOFT CONDITION OF THE SAND BAR.

Findings

Occurrence #1: NOSE OVER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) DESCENT - EXCESSIVE - PILOT IN COMMAND
3. (C) LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND



Factual Information

Pilot Information

Certificate:	Private	Age:	44, 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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	June 20, 1989
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	1188 hours (Total, all aircraft), 7 hours (Total, this make and model), 1170 hours (Pilot In Command, all aircraft), 24 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N5039U
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2060039
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	May 11, 1991 Annual	Certified Max Gross Wt.:	3300 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3750 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520-A
Registered Owner:	GREATLAND MARKETING INC.	Rated Power:	285 Horsepower
Operator:	GREATLAND MARKETING INC.	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	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	3 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:	ANCHORAGE , AK (LHD)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Soft
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.209354,-149.889511(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons: NONE;

Original Publish Date: March 24, 1993

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5553>

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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](#).