



Aviation Investigation Final Report

Location:	ANIAC, Alaska	Accident Number:	ANC02LA109
Date & Time:	August 29, 2002, 15:00 Local	Registration:	N5209X
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The commercial certificated pilot was landing a tundra tire-equipped airplane on tundra-covered terrain to drop off camping supplies. The pilot said he had landed at the site before, which was about 900 feet long by 80 feet wide, and oriented in a southeast/northwest direction. He said he was landing toward the southeast. During the landing roll, the nose wheel dropped into an unseen hole, and the airplane received damage to the nose wheel strut, propeller, engine cowling, and the outboard rib of the right wing.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of unsuitable terrain for landing. A contributing factor in the accident was the rough and uneven terrain (hole) in the landing area.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - ROUGH/UNEVEN
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On August 29, 2002, about 1500 Alaska daylight time, a tundra tire-equipped Cessna 206 airplane, N5209X, sustained substantial damage when the nose gear struck a hole during landing in a remote area about 73 miles southeast of Aniak, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the pilot, the owner/operator of Alaska Bush Sports, Anchorage, Alaska. The commercial certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. The flight originated from the Hoholitna River Lodge, near Sleetmute, Alaska, about 1330.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 1, 2002, the pilot reported he was landing on tundra-covered terrain to drop off camping supplies. He said he had landed at the site before, which was about 900 feet long by 80 feet wide, and oriented in a southeast/northwest direction. He said he was landing toward the southeast. During the landing roll, the nose wheel dropped into an unseen hole, and the airplane received damage to the nose wheel strut, propeller, engine cowling, and the outboard rib of the right wing.

The pilot reported that the weather conditions included an overcast sky with flat-light conditions, calm wind, and a visibility of five miles in light rain.

Pilot Information

Certificate:	Commercial	Age:	47, 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 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	April 1, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	April 11, 2002
Flight Time:	9000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 9000 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5209X
Model/Series:	206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20605596
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	August 16, 2002 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520
Registered Owner:	NANCI A. MORRIS	Rated Power:	300 Horsepower
Operator:	ALAKSA BUSH SPORTS	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	UB7C

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:		Visibility	5 miles
Lowest Ceiling:	Overcast / 1700 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	325°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	SLEETMUTE, AK	Type of Flight Plan Filed:	None
Destination:	ANIAK, AK	Type of Clearance:	None
Departure Time:	13:30 Local	Type of Airspace:	Class G

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:	60.593055,-158.049728

Administrative Information

Investigator In Charge (IIC):	ERICKSON, SCOTT
Additional Participating Persons:	EDWARD KORNFELD; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
Original Publish Date:	April 29, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55628

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