



Aviation Investigation Final Report

Location:	FAIRBANKS, Alaska	Accident Number:	ANC92LA146
Date & Time:	August 26, 1992, 15:30 Local	Registration:	N711FY
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE EXPERIENCED TRANSPORT CATEGORY PILOT, WITH NO RECENT EXPERIENCE IN LIGHT UTILITY AIRPLANES, LANDED LONG WITH A TAILWIND ON MOUNTAINOUS GRAVEL RUNWAY. THE STEEP DROP OFF WITH RISING TERRAIN AHEAD PREVENTED A GO AROUND. THE PILOT ELECTED TO GROUND LOOP AND SUBSTANTIALLY DAMAGED THE WING AND LANDING GEAR. THE AIRPLANE WAS NOT RECOVERED AFTER 5 MONTHS DUE TO AREA REMOTENESS. THE COMPANY WAS ENGAGED IN DRUM FUEL TRANSPORT TO REMOTE STRIPS, AND REQUIRED NO CHECK OUT IN TYPE AIRCRAFT, AND PERFORMED NO BACKGROUND CHECK OF EXPERIENCE.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PROPER TOUCHDOWN POINT WAS NOT ATTAINED BY THE PILOT. FACTORS RELATED TO THE ACCIDENT WERE: THE TAILWIND AND THE IMPROPER APPROACH PROCEDURE USED BY THE PILOT, AN INADEQUATE BACKGROUND CHECK OF PILOT IN HIRING BY COMPANY/MGMT, INADEQUATE TRAINING AND CHECK OF PILOT BY COMPANY/MGMT.

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. (F) INADEQUATE RECURRENT TRAINING - PILOT IN COMMAND
4. (F) INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
5. (F) VISUAL APPROACH PROCEDURE - INACCURATE
6. (F) LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING

Occurrence #3: ABRUPT MANEUVER
Phase of Operation: LANDING - ROLL

Occurrence #4: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	60, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 25, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	32000 hours (Total, all aircraft), 50 hours (Total, this make and model), 31000 hours (Pilot In Command, all aircraft), 70 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 0.6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N711FY
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	0459
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 2, 1900 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	90 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	11378 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Not installed	Engine Model/Series:	I0540-F
Registered Owner:	ROGER AND LINDA BROOKS	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	BROOKS FUEL COMPANY	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:	Scattered / 25000 ft AGL	Visibility	40 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	FAIRBANKS , AK (FAI)	Type of Flight Plan Filed:	None
Destination:	BUZBY MINE , AK	Type of Clearance:	None
Departure Time:	14:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	BUZBY MINE STRIP	Runway Surface Type:	Dirt
Airport Elevation:	3100 ft msl	Runway Surface Condition:	Dry;Rough
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	1500 ft / 75 ft	VFR Approach/Landing:	Full stop;Valley/terrain following

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:	64.90052,-148.159423(est)

Administrative Information

Investigator In Charge (IIC):	Herlihy, Douglas
Additional Participating Persons:	HARLEY HOLT; FAIRBANKS , AK
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5792

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).