



Aviation Investigation Final Report

Location:	Truckee, California	Accident Number:	LAX04LA284
Date & Time:	July 29, 2004, 13:30 Local	Registration:	N8622Z
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The airplane veered off the runway and collided with terrain and high vegetation after the pilot experienced a loss of directional control on the landing roll. Upon touchdown, with the nose gear still off the runway, the airplane encountered a sudden crosswind gust and veered to the left. The pilot applied right rudder pressure in an effort to counteract the veer, but the airplane continued to the left off the runway surface, encountering rough terrain and impacting sagebrush. The airplane came to rest about 150 feet left of the runway edge and 2,500 feet beyond the end of the runway.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for the crosswind conditions and failure to maintain directional control of the airplane.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

5. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND

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

Findings

6. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

On July 29, 2004, about 1330 Pacific daylight time, a Cessna 206, N8622Z, veered off the runway and collided with terrain and high vegetation on the landing roll at the Truckee-Tahoe Airport, Truckee, California. The pilot/owner was operating the airplane under the provisions of 14 CFR Part 91. The private pilot and one passenger were not injured; the airplane sustained substantial damage. The personal cross-country flight departed Bend Municipal Airport, Bend, Oregon, about 1100, with the planned destination of Truckee. Visual meteorological conditions prevailed, and a flight plan had not been filed.

A Federal Aviation Administration (FAA) inspector examined the airplane after the accident occurred and interviewed the pilot. The pilot reported that while in the proximity of the airport, he noted that the windsock indicated a slight headwind on runway 19. He opted to land on runway 19, and, after completing the approach, the airplane's main landing gear touched down on the runway surface. With the nose gear still airborne, the airplane encountered a sudden gust of wind and veered to the left. The pilot applied right rudder pressure in an effort to counteract the veer, but the airplane continued to the left off the runway surface, encountering rough terrain and impacting sagebrush.

The FAA inspector further noted that the airplane came to rest about 150 feet left of the runway edge and 2,500 feet beyond the end of the runway. The airplane incurred damage to the right horizontal stabilizer, landing gear, and firewall.

An aviation routine weather report (METAR) for Truckee at 1345 reported winds from 240 degrees at 14 knots.

Pilot Information

Certificate:	Private	Age:	70, Male
Airplane Rating(s):	Single-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 3 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	October 1, 2002
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1150 hours (Total, all aircraft), 800 hours (Total, this make and model), 10 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8622Z
Model/Series:	206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	P206-0422
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3126 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	TSIO-520-C
Registered Owner:	On file	Rated Power:	285 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	TRK,5900 ft msl	Distance from Accident Site:	
Observation Time:	13:45 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.17 inches Hg	Temperature/Dew Point:	27°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bend, OR (S07)	Type of Flight Plan Filed:	None
Destination:	Truckee, CA (TRK)	Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Truckee-Tahoe Airport TRK	Runway Surface Type:	Asphalt
Airport Elevation:	5900 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	4650 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

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:	39.319999,-120.139442

Administrative Information

Investigator In Charge (IIC):	Petterson, George
Additional Participating Persons:	Clarence M Bohartz; Federal Aviation Administration; Reno , NV
Original Publish Date:	December 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=59780

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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](#).