



Aviation Investigation Final Report

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|--------------------------------|-----------------------------------------------|-------------------------|-----------------|
| Location: | Skwentna, Alaska | Accident Number: | ANC05LA125 |
| Date & Time: | August 21, 2005, 13:00 Local | Registration: | N9138M |
| Aircraft: | Cessna U206E | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 2 Minor, 3 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

The commercial pilot was conducting a 14 CFR Part 135 on-demand passenger flight to a remote, dirt airstrip at a lodge, when he said the airplane began to sink rapidly on final approach. The pilot said he added power, but the airplane touched down short of the runway, collided with a stump, and came to rest inverted. He said there were no known mechanical anomalies with the airplane prior to the accident, but felt the throttle may not have responded appropriately when he added throttle to arrest the descent rate. After deplaning the passengers, the pilot returned to the airplane and checked the throttle, which appeared to function normally. The airplane received structural damage to the wings and fuselage.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudged distance/altitude on final approach, which resulted in a noseover following an undershoot and in-flight collision with rough/uneven terrain. A factor associated with the accident was the rough/uneven terrain.

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

2. (F) TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

On August 21, 2005, about 1300 Alaska daylight time, a Cessna U206E airplane, N9138M, sustained substantial damage during an in-flight collision with terrain on final approach to a dirt airstrip, about 10 miles north-northwest of Skwentna, Alaska. The airplane was being operated by Alaska Air Taxi LLC, Anchorage, Alaska, as a visual flight rules (VFR) on-demand passenger flight under Title 14, CFR Part 135 when the accident occurred. The commercial certificated pilot and one passenger received minor injuries; the three other passengers were not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The flight departed Lake Hood Strip, Anchorage, about 1210.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on August 21, the director of operations for the operator said that the pilot reported that the airplane touched down several hundred feet short of the landing area. He said the area where the airplane touched down had been cleared of trees, but the stumps were still there. He said the pilot told him the airplane hit a stump and nosed over, coming to rest inverted. He said the wings, fuselage, and empennage of the airplane were structurally damaged.

During a telephone conversation with the NTSB IIC on August 22, the pilot said he was on short final when the airplane started to sink rapidly. He said he added power, but the airplane touched down short of the runway, and collided with a stump. He said there were no known mechanical anomalies with the airplane prior to the accident.

In a written statement to the NTSB dated August 31, the pilot wrote that when he applied the throttle to arrest the descent, he felt that the throttle did not respond appropriately. He said after the passengers deplaned, he returned to the airplane to check the throttle, but it appeared to function normally.

Pilot Information

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|----------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|-----------------|
| Certificate: | Commercial; Flight instructor | Age: | 30, 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): | Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 With waivers/limitations | Last FAA Medical Exam: | January 1, 2005 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | May 1, 2005 |
| Flight Time: | 1094 hours (Total, all aircraft), 210 hours (Total, this make and model), 1036 hours (Pilot In Command, all aircraft), 184 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--------------------------------|---------------------------------------|------------------------------------------------------|
| Aircraft Make: | Cessna | Registration: | N9138M |
| Model/Series: | U206E | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal; Utility | Serial Number: | U20601538 |
| Landing Gear Type: | Tricycle | Seats: | 6 |
| Date/Type of Last Inspection: | August 1, 2005 100 hour | Certified Max Gross Wt.: | 3600 lbs |
| Time Since Last Inspection: | 22 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | 6798 Hrs as of last inspection | Engine Manufacturer: | Continental |
| ELT: | Installed, not activated | Engine Model/Series: | IO-520F |
| Registered Owner: | Alaska Air Taxi LLC | Rated Power: | 300 Horsepower |
| Operator: | | Operating Certificate(s) Held: | Commuter air carrier (135), On-demand air taxi (135) |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|-------------|
| 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 | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Lake Hood Strip, AK (Z41) | Type of Flight Plan Filed: | Company VFR |
| Destination: | Skwentna, AK | Type of Clearance: | None |
| Departure Time: | 12:10 Local | Type of Airspace: | |

Airport Information

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|-----------------------------|------------------|----------------------------------|---------------------------|
| Airport: | Lake Marie Lodge | Runway Surface Type: | Dirt |
| Airport Elevation: | 300 ft msl | Runway Surface Condition: | Unknown |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | 1245 ft / 15 ft | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

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|----------------------------|-----------------|-----------------------------|-----------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor, 3 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor, 3 None | Latitude, Longitude: | 62.051387,-151.437225 |

Administrative Information

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|------------------------------------------|-------------------------------------------------------------------------------------------------------|
| Investigator In Charge (IIC): | Lewis, Lawrence |
| Additional Participating Persons: | Robert J Mercer; Anchorage FSDO-03; Anchorage, AK |
| Original Publish Date: | March 28, 2006 |
| Last Revision Date: | |
| Investigation Class: | Class |
| Note: | |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=62290 |

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](#).