



Aviation Investigation Final Report

Location:	DRY BAY, Alaska	Accident Number:	SEA82DA107
Date & Time:	June 15, 1982, 17:00 Local	Registration:	N1952U
Aircraft:	CESSNA U206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE PILOT REPORTED THAT HE ARRIVED IN MARGINAL VFR WEATHER CONDITIONS WITH RAIN AND VARIABLE WINDS GUSTING TO 12 KNOTS. HE STATED THAT THE WINDSOCK FAVORED A LANDING TO THE EAST, DOWNHILL, TO A WET GRASS RUNWAY. HE REPORTED THAT DURING A SHORT FIELD APPROACH, HE ENCOUNTERED A GUST FROM THE SOUTH WHILE HIS VISION WAS OBSCURED BY THE RAIN. SUBSEQUENTLY, HE TOUCHED DOWN SHORT OF THE RUNWAY IN BRUSH.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) WEATHER CONDITION - RAIN
2. (F) WEATHER CONDITION - GUSTS
3. (F) WEATHER CONDITION - UNFAVORABLE WIND
4. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
5. (C) AIRSPEED - MISJUDGED - PILOT IN COMMAND
6. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

7. (F) VISUAL/AURAL DETECTION - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

8. (F) TERRAIN CONDITION - HIGH VEGETATION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 25, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3070 hours (Total, all aircraft), 95 hours (Total, this make and model), 2900 hours (Pilot In Command, all aircraft), 65 hours (Last 90 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1952U
Model/Series:	U206 U206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U20602305
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	55 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1504 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-F
Registered Owner:	WARD W CROW	Rated Power:	285 Horsepower
Operator:	WARD W CROW	Operating Certificate(s) Held:	
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:	Unknown	Visibility	5 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	55°C
Precipitation and Obscuration:	Heavy - None - Rain		
Departure Point:	YAKUTAT YAK , AK	Type of Flight Plan Filed:	None
Destination:	WINONA , MS (5A6)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	

Airport Information

Airport:	ARNIE ISREALSON	Runway Surface Type:	Grass/turf
Airport Elevation:	0 ft msl	Runway Surface Condition:	Wet
Runway Used:	0	IFR Approach:	
Runway Length/Width:	1300 ft / 0 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:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: June 15, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70506>

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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](#).