



Aviation Investigation Final Report

Location:	Homer, Alaska	Accident Number:	ANC12CA049
Date & Time:	June 7, 2012, 12:25 Local	Registration:	N9049G
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:	Abnormal runway contact	Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot was landing on a rough and uneven remote tidal beach. During the landing roll, the main landing gear wheels rolled over a series of bumps, and the airplane bounced. When the airplane settled to the ground, the nosewheel struck the beach. According to the pilot, a postlanding inspection revealed no damage, and he elected to fly the airplane home. Subsequently, the operator’s director of maintenance reported that the airplane’s firewall assembly had sustained substantial damage. The pilot reported that there were no preaccident mechanical anomalies with the airplane.

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.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Abnormal runway contact (Defining event)
Landing-landing roll	Loss of control on ground

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Single-engine land; 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 2 With waivers/limitations	Last FAA Medical Exam:	October 24, 2011
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	1490 hours (Total, all aircraft), 600 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 201 hours (Last 90 days, all aircraft), 57 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9049G
Model/Series:	U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603795
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	May 30, 2012 Continuous airworthiness	Certified Max Gross Wt.:	
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9656 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	C91A installed, not activated	Engine Model/Series:	IO 520 SERIES
Registered Owner:	SMOKEY BAY AIR INC	Rated Power:	285 Horsepower
Operator:	SMOKEY BAY AIR INC	Operating Certificate(s) Held:	On-demand air taxi (135)

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:	Clear	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:	Homer, AK (HOM)	Type of Flight Plan Filed:	Company VFR
Destination:	Homer, AK	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	

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:	59.354999,-150.838882(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Roger G Brown; Federal Aviation Administration; Anchorage, AK
Original Publish Date:	October 4, 2012
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=83895

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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](#).