



# Aviation Investigation Final Report

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<b>Location:</b>	Honolulu, Hawaii	<b>Accident Number:</b>	WPR15LA148
<b>Date &amp; Time:</b>	April 3, 2015, 21:15 Local	<b>Registration:</b>	N245RB
<b>Aircraft:</b>	Cessna 206H	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Sys/Comp malf/fail (non-power)	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

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## Analysis

The commercial pilot reported that shortly after landing on the runway, he had difficulty controlling the airplane. He stated that the airplane initially drifted slightly to the left; however, when he applied aileron and rudder to correct the drift, the airplane yawed suddenly to the right, and he was unable to counteract it. The airplane subsequently exited the runway surface and struck an arrestor gear assembly.

Postaccident examination of the airplane established flight control and braking continuity to the cockpit controls. The main landing gear tires were examined and appeared to be properly inflated with no anomalies observed. The nose landing gear tire remained on its hub, but a 1/2-inch hole was observed on the sidewall of the inner tube. The damage to the tire was consistent with a blown tire, which most likely occurred during the landing and resulted in the pilot's inability to maintain directional control. No additional pre-accident mechanical malfunctions or failures were observed that would have precluded normal operation.

## Probable Cause and Findings

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

A blown nose landing gear tire during landing, which resulted in the pilot's inability to maintain directional control.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Tube - Damaged/degraded

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Sys/Comp malf/fail (non-power) (Defining event)
<b>Landing-landing roll</b>	Loss of control on ground
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

On April 3, 2015, about 2115 Hawaiian standard time, N245RB, a Cessna 206H, was substantially damaged when it veered off the runway during landing at the Honolulu International Airport (HNL), Honolulu, Hawaii. The airplane was registered to and operated by Worldwide Aircraft Leasing Corporation under the provisions of Title 14 Code of Federal Regulations Part 91. The commercial pilot and passenger were not injured. Visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed. The flight departed from Kona International Airport at Keahole (HKO) Kailua/Kona, Hawaii, about 1945.

The pilot reported that shortly after landing on runway 4R, he had difficulties controlling the airplane during the landing roll. He stated that the airplane initially drifted slightly to the left; however, when he applied aileron and rudder to correct the drift, the airplane yawed suddenly to the right, and he was unable to counteract it. Subsequently, the airplane exited the runway surface and struck an arrester gear assembly, used by military fighter and trainer aircraft for emergencies. During the accident sequence, substantial damage was sustained to the airplane's right wing strut.

The passenger stated that the landing was normal and on centerline. She further stated that shortly after landing, the pilot struggled to maintain control of the airplane.

Postaccident examination of the airplane by a Federal Aviation Administration Inspector revealed that the right wing strut was bent about mid-span. Flight control and braking continuity was established with the cockpit controls. The main tires were examined and appeared to be properly inflated with no anomalies observed. The nose wheel tire still remained on its hub, but about a 1/2-inch hole was observed on the side wall, of the inner tube.

No additional pre-accident mechanical malfunctions or failures were observed that would have precluded normal operations.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 21, 2014
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 9, 2015
<b>Flight Time:</b>	(Estimated) 1986 hours (Total, all aircraft), 845 hours (Total, this make and model), 1231 hours (Pilot In Command, all aircraft), 122 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Passenger Information

<b>Certificate:</b>		<b>Age:</b>	Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>		<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N245RB
<b>Model/Series:</b>	206H H	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2005	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20608245
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	February 16, 2015 Condition	<b>Certified Max Gross Wt.:</b>	3605 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3024.8 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-540-AC1A5
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Night/dark
<b>Observation Facility, Elevation:</b>	HNL,13 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	21:53 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Scattered / 2800 ft AGL	<b>Visibility</b>	8 miles
<b>Lowest Ceiling:</b>	Broken / 4500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	70°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 21°C
<b>Precipitation and Obscuration:</b>	Light - None - Rain		
<b>Departure Point:</b>	KAILUA/KONA, HI (KOA )	<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	HONOLULU, HI (HNL )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	19:45 Local	<b>Type of Airspace:</b>	Class B

## Airport Information

<b>Airport:</b>	Honolulu International Airport HNL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	13 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	04L	<b>IFR Approach:</b>	RNAV
<b>Runway Length/Width:</b>	6952 ft / 150 ft	<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	21.317777,-157.920272(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nixon, Albert
<b>Additional Participating Persons:</b>	Timothy Cislo; Federal Aviation Administration; Honolulu, HI
<b>Original Publish Date:</b>	May 1, 2017
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=91038">https://data.ntsb.gov/Docket?ProjectID=91038</a>

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](#).