



Aviation Investigation Final Report

Location:	Sandy, Oregon	Accident Number:	GAA17CA432
Date & Time:	July 23, 2017, 12:20 Local	Registration:	N10AR
Aircraft:	Cessna TU206B	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he checked the wind sock at the airpark and made left traffic for a landing on the turf runway. As the airplane touched down, it encountered a wind gust from the left. The right wing struck the ground, followed by the left wing and the propeller. The nose landing gear collapsed, and the airplane came to rest upright on the main landing gear and the fuselage.

The airplane sustained substantial damage to the right- and left-wing spars.

The pilot reported the wind was from 270° at 7 knots.

The nearest METAR, 10 miles northwest of the airpark, reported that, about the time of the accident, the wind was variable at 3 knots, the ceiling was overcast at 2,100 ft, and the visibility was greater than 10 statute miles.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane 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:

The pilot's improper bank control during landing in gusting wind conditions.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Landing gear collapse
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	77,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	November 10, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 20, 2015
Flight Time:	(Estimated) 2360 hours (Total, all aircraft), 630 hours (Total, this make and model), 2360 hours (Pilot In Command, all aircraft), 7 hours (Last 90 days, all aircraft), 4.4 hours (Last 30 days, all aircraft)		

Passenger Information

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

Passenger Information

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

Passenger Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N10AR
Model/Series:	TU206B B	Aircraft Category:	Airplane
Year of Manufacture:	1966	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U206-0738
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 18, 2016 Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	3190.13 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed	Engine Model/Series:	TS10520C
Registered Owner:	K AIRMOTIVE LLC	Rated Power:	285 Horsepower
Operator:	K AIRMOTIVE LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTTD, 29 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	18:53 Local	Direction from Accident Site:	316°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Overcast / 2100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	3 knots / None	Turbulence Type Forecast/Actual:	/ None
Wind Direction:		Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	22°C / 16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	SANDY RIVER AIR, OR (0629)	Type of Flight Plan Filed:	None
Destination:	Sandy, OR (0629)	Type of Clearance:	None
Departure Time:	12:20 Local	Type of Airspace:	Class G

Airport Information

Airport:	MC KINNON AIRPARK OG29	Runway Surface Type:	Grass/turf
Airport Elevation:	658 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	3000 ft / 50 ft	VFR Approach/Landing:	Full stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	45.430557,-122.241943(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons: Elaine Soule ; FAA; Portland, OR

Original Publish Date: February 21, 2018

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.ntsb.gov/Docket?ProjectID=95644>

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