



National Transportation Safety Board Aviation Incident Data Summary

Location:	KODIAK, AK	Incident Number:	ANC96IA077
Date & Time:	06/01/1996, 1430 AKD	Registration:	N9608G
Aircraft:	Cessna 206	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Analysis

The pilot reported that he was landing on a beach near a remote river to pick up fishermen. During the landing roll-out, the pilot slowed the airplane to about 5 knots and was beginning to turn the airplane around. The nose wheel encountered an area of soft sand during the turn and the nose wheel strut fractured. The airplane was equipped with 10.5 X 28.5 X 15 tundra tires, wheels, and hubs that were installed on the main landing gear under an FAA Supplemental Type Certificate. The STC requires that the airplane must be equipped with an FAA approved nose wheel/tire installation. The airplane had an oversized 8.50 nose wheel tire and tube installed that was approved by an FAA FSDO inspector under a field approval. The FAA's handbook for airworthiness inspectors indicates that modifications to landing gear are major alterations and require an STC.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be: The pilot's selection of unsuitable terrain for landing. Factors in the accident were: soft terrain, the use of an oversize nose wheel tire, and the FAA's inadequate field approval process for tundra tires.

Findings

Occurrence #1: NOSE GEAR COLLAPSED
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) TERRAIN CONDITION - SOFT
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
3. (F) INADEQUATE CERTIFICATION/APPROVAL,AIRCRAFT - FAA(ORGANIZATION)

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	25
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine
Flight Time:	1950 hours (Total, all aircraft), 160 hours (Total, this make and model), 1850 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9608G
Model/Series:	206 206	Engines:	1 Reciprocating
Operator:	ISLAND AIR SERVICE	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520-F48B
Flight Conducted Under:	Part 91: General Aviation - Positioning		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	5 knots / , 270°
Temperature:	10° C	Visibility	60 Miles
Precipitation and Obscuration:			
Departure Point:	, AK (ADQ)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Minor
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	SCOTT R ERICKSON	Adopted Date:	03/31/1998
Investigation Docket:	NTSB accident and incident docket serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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