



National Transportation Safety Board Aviation Accident Data Summary

Location:	MCGRATH, AK	Accident Number:	ANC97LA138
Date & Time:	09/01/1997, 1630 AKD	Registration:	N9129M
Aircraft:	Cessna U206E	Injuries:	1 Serious, 1 Minor, 1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The airplane landed hard and bounced into the air. During the subsequent touchdown, the nose wheel separated, and the airplane nosed over onto its back. Metallurgical examination of the nose wheel strut and forks revealed overstress fractures. The cargo was not secured, and struck the back seat passenger during the nose over. The aft passenger sustained serious neck injuries. The cargo was loaded on top of the aft seatbelts, making them unavailable to the aft passenger. The front seat, pilot-rated, passenger did not use the available lap belt or shoulder harness.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's improper flare and improper recovery from a bounced landing, which resulted in overload failure of the nose gear and a nose over. Factors associated with the accident were: the pilot's failure to follow procedures and directives by neglecting to tie down and secure the load, and his failure to ensure that the passengers had seatbelts available and utilized them.

Findings

Occurrence #1: HARD LANDING
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. (C) FLARE - IMPROPER - PILOT IN COMMAND
 2. (C) RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
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Occurrence #2: NOSE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
3. LANDING GEAR, NOSE GEAR - OVERLOAD
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Occurrence #3: NOSE OVER
Phase of Operation: LANDING

- Findings
4. (F) PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. (F) MISC EQPT/FURNISHINGS, CARGO RESTRAINTS - NOT CONNECTED
 6. (F) LOAD TIE-DOWN/SECURITY - NOT USED - PILOT IN COMMAND
 7. (F) SEAT BELT - NOT AVAILABLE - PASSENGER

8. (F) SEAT BELT - NOT USED - PILOT PASSENGER
 9. (F) SHOULDER HARNESS - NOT USED - PILOT PASSENGER

Pilot Information

Certificate:	Airline Transport	Age:	44
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	12500 hours (Total, all aircraft), 1500 hours (Total, this make and model), 340 hours (Last 90 days, all aircraft), 121 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9129M
Model/Series:	U206E U206E	Engines:	1 Reciprocating
Operator:	JACK BARBER	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520-F
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

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:	Broken / 5000 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:		Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	LAKE HOOD STRIP, AK (Z41)	Destination:	TATITNA, AK (AK48)

Airport Information

Airport:	TATITNA (AK48)	Runway Surface Type:	Gravel
Runway Used:	24	Runway Surface Condition:	Dry; Rough
Runway Length/Width:	1200 ft / 12 ft		

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): MATTHEW L THOMAS

Adopted Date: 09/04/1998

Investigation Docket: NTSB accident and incident dockets 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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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.