



National Transportation Safety Board Aviation Accident Final Report

Location:	SKWENTNA, AK	Accident Number:	ANC93LA108
Date & Time:	07/02/1993, 1000 AKD	Registration:	N1801Q
Aircraft:	CESSNA 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None

Flight Conducted Under: Part 91: General Aviation - Positioning

Analysis

THE FLOATPLANE PILOT WAS ON A POSITIONING FLIGHT TO MEET FISHERMEN AND TRANSPORT THEM TO A DIFFERENT LOCATION. AFTER LANDING ON A RIVER, THE PILOT WAS STEP TAXIING INTO A SIDE CHANNEL THAT WAS USED TO LOAD AND OFFLOAD PASSENGERS. HE STATED THAT AS THE FLOATPLANE WAS COMING OFF-THE-STEP (SLOWING), IT HIT A SUBMERGED SANDBAR THAT COULD NOT BE SEEN AND NOSED OVER.

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. FACTORS RELATED TO THE ACCIDENT WERE: THE SUBMERGED SAND BAR AND THE PILOT'S EXCESSIVE TAXISPEED.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - WATER
 3. (F) TAXISPEED - EXCESSIVE - PILOT IN COMMAND
 4. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 5. (F) TERRAIN CONDITION - SAND BAR
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Occurrence #2: NOSE OVER
Phase of Operation: TAXI - FROM LANDING

Factual Information

On July 2, 1993, at 1000 Alaska daylight time, a float equipped Cessna 206 airplane, N1801Q, registered to Alaska Bush Carriers, Inc. of Anchorage, Alaska, and operated by the pilot in command, nosed over while taxiing from a landing at the confluence of Lake Creek and the Yetna River, approximately 10 miles southeast of Skwentna, Alaska. The commercial certificated pilot in command, the sole occupant, was not injured and the airplane sustained substantial damage. The positioning flight, operating under 14 CFR Part 91, last departed the Lake Hood Seaplane Base at approximately 0930 and the destination was the accident site. A company flight plan was filed and visual meteorological conditions prevailed.

During a telephone interview, the pilot in command told the NTSB investigator in charge that just after coming off of the step from a water landing, the airplane collided with a sandbar and nosed over. The pilot reported that the landing was performed to pick up a group of sport fishermen.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	52, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	07/10/1992
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3140 hours (Total, all aircraft), 821 hours (Total, this make and model), 3044 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N1801Q
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U20602925
Landing Gear Type:	Float	Seats:	5
Date/Type of Last Inspection:	06/25/1993, Annual	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	23 Hours	Engines:	1 Reciprocating
Airframe Total Time:	3866 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	ALASKA BUSH CARRIERS	Rated Power:	300 hp
Operator:	ALASKA BUSH CARRIERS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	EMHA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	12° C / 8° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (LHD)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	0930 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): TIMOTHY A BORSON **Report Date:** 08/31/1994

Additional Participating Persons: KEITH D WILBUR; ANCHORAGE, AK

Publish Date:

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/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).