



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Kotzebue, AK	<b>Accident Number:</b>	ANC05LA136
<b>Date &amp; Time:</b>	09/02/2005, 1224 AKD	<b>Registration:</b>	N9964M
<b>Aircraft:</b>	Cessna 207	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Scheduled		

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## Analysis

The airline transport certificated pilot was landing a wheel-equipped airplane on a hard surface runway at the conclusion of a commuter air taxi flight. As the pilot lowered the nose wheel to the runway surface, the airplane veered to the left, and the right wingtip and propeller contacted the runway. The operator's director of maintenance reported that the airplane's right wing received structural damage to wing ribs and leading edge. He also indicated that the nose gear steering link, located between the nose gear steering shaft and the nose gear steering collar, was fractured, and the attaching tab on the steering collar was also broken. He said that the mechanism for the fracture of the steering collar tab and the steering link was not determined. The steering link was not found.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The failure of the nose gear steering mechanism during the landing roll, which resulted in a loss of control and subsequent encounter with the runway.

## Findings

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR,NOSE GEAR ASSEMBLY - FRACTURED  
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Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: LANDING - ROLL

### Findings

2. (C) LANDING GEAR,STEERING SYSTEM - INOPERATIVE  
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Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

### Findings

3. TERRAIN CONDITION - RUNWAY

## Factual Information

On September 2, 2005, about 1224 Alaska daylight time, a wheel-equipped Cessna 207 airplane, N9964M, sustained substantial damage when it collided with terrain during the landing touchdown at the Ralph Wien Memorial Airport, Kotzebue, Alaska. The airplane was being operated as a visual flight rules (VFR) scheduled domestic passenger flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated as Flight 2641, by Bering Air Inc., Nome, Alaska. The airline transport certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed, and a VFR flight plan was filed. The flight originated at the Robert Curtis Memorial Airport, Noorvik, Alaska, at 1210.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on September 2, the director of operations for the operator reported that the pilot was landing on runway 26. He said the pilot reported that when the nose wheel was lowered to the runway surface, the airplane veered to the left, and the right wingtip and propeller contacted the runway.

At 1228, an aviation special weather observation at Kotzebue was reporting in part: Wind, 210 degrees (true) at 18 knots; visibility, 2 statute miles in light rain and mist; clouds and sky condition, few at 300 feet, 700 feet broken, 1,700 feet overcast; temperature, 46 degrees F; dew point, 46 degrees F; altimeter, 29.66 inHg.

On September 7, in a telephone conversation with the operator's director of maintenance, he reported that the airplane's right wing received structural damage to wing ribs and leading edge. He also indicated that the nose gear steering link, located between the nose gear steering shaft and the nose gear steering collar, was fractured, and the attaching tab on the steering collar was also broken. He said that the mechanism for the fracture of the steering collar tab, and the steering link, was not determined.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the pilot, the pilot indicated there was a mechanical malfunction/failure of the nose wheel assembly and checked "yes" in that portion of the report listing a mechanical malfunction/failure.

The pilot reported that he and airport personnel walked the runway after the accident and recovered several pieces of the right wing navigation light assembly. The broken steering link was not recovered.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	34, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<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 1 Without Waivers/Limitations	<b>Last FAA Medical Exam:</b>	08/01/2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/01/2005
<b>Flight Time:</b>	7000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 250 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9964M
<b>Model/Series:</b>	207	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	20700766
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	08/01/2005, AAIP	<b>Certified Max Gross Wt.:</b>	3800 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	15239 Hours as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	Bering Air Inc.	<b>Rated Power:</b>	300 hp
<b>Operator:</b>	Bering Air Inc.	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	FXTA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAOT, 11 ft msl	Distance from Accident Site:	
Observation Time:	1228 ADT	Direction from Accident Site:	
Lowest Cloud Condition:	Few / 300 ft agl	Visibility	2 Miles
Lowest Ceiling:	Overcast / 1700 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	18 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.66 inches Hg	Temperature/Dew Point:	8°C / 8°C
Precipitation and Obscuration:	Light - Rain; Mist		
Departure Point:	Noorvik, AK (D76)	Type of Flight Plan Filed:	VFR
Destination:	Kotzebue, AK (PAOT)	Type of Clearance:	VFR
Departure Time:	1210 ADT	Type of Airspace:	

## Airport Information

Airport:	Kotzebue (PAOT)	Runway Surface Type:	Asphalt
Airport Elevation:	11 ft	Runway Surface Condition:	Dry
Runway Used:	26	IFR Approach:	Unknown
Runway Length/Width:	5900 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	66.884722, -162.398611

## Administrative Information

Investigator In Charge (IIC):	Scott Erickson	Report Date:	06/28/2006
Additional Participating Persons:	Eric Jones; FAA-AL-FAI FSDO 01; Fairbanks, 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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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](#).