



National Transportation Safety Board Aviation Accident Final Report

Location:	Anchorage, AK	Accident Number:	ANC15CA042
Date & Time:	06/27/2015, 1412 AKD	Registration:	N756BW
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	5 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled - Sightseeing		

Analysis

The pilot was landing a nose wheel-equipped airplane on a dry, paved runway. The pilot stated that after touchdown the airplane bounced and the nose of the airplane veered to the left of the runway centerline. In an attempt to correct the veer, he applied right rudder while adding engine power. When the airplane settled to the ground, and the left main wheel touched down, it pivoted the airplane sharply to the left. The pilot then applied full engine power in an attempt to abort the landing, but the right wing struck the runway, and the airplane subsequently went off the left side of the runway. The airplane continued into an area of grass-covered terrain, and the nose wheel collapsed, before the airplane came to rest on an adjacent taxiway. The airplane sustained substantial damage to the right wing. The pilot stated that there were no preaccident mechanical anomalies 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 recovery from a bounced landing, and his failure to maintain directional control.

Findings

Aircraft	Performance/control parameters - Not attained/maintained (Cause)
Personnel issues	Aircraft control - Pilot (Cause)

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event) Runway excursion
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Pilot Information

Certificate:	Commercial	Age:	51
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider; Helicopter	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Without Waivers/Limitations	Last FAA Medical Exam:	05/07/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	955 hours (Total, all aircraft), 16 hours (Total, this make and model), 768 hours (Pilot In Command, all aircraft), 37 hours (Last 90 days, all aircraft), 37 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N756BW
Model/Series:	U206G G	Aircraft Category:	Airplane
Year of Manufacture:	1977	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U20603969
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	06/26/2015, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	12489.6 Hours as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO 520
Registered Owner:	Lake and Pen Air	Rated Power:	300 hp
Operator:	Lake and Pen Air	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	Lake and Pen Air	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	pamr	Distance from Accident Site:	
Observation Time:	2153 UTC	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	16° C / 8° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Port Alsworth, AK (PTA)	Type of Flight Plan Filed:	Company VFR
Destination:	Anchorage, AK (PAMR)	Type of Clearance:	None
Departure Time:	1230 AKD	Type of Airspace:	Class D; Class G; FAR 93

Airport Information

Airport:	Merrill Field (PAMR)	Runway Surface Type:	Asphalt
Airport Elevation:	137 ft	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	4000 ft / 100 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	61.215278, -149.838889

Administrative Information

Investigator In Charge (IIC):	Millicent M Hoidal	Report Date:	09/30/2015
Additional Participating Persons:			
Publish Date:	06/08/2017		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=91455		

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](#).