

June 7, 2017

N207RB Accident in Chinitna Bay – Beach Landing – Date of accident June 6, 2017

The day started at 6 a.m. when I awoke for the day as is my usual practice. I arrived at NorthAir at 7:30 a.m. to begin my day of flights. I performed a pre-flight on N848MA (Britton Norman Islander). My first flight for the day was a crew change in N848MA to Trading Bay which went without incident. Upon my return, I would be flying N207RB (Cessna 207) to Trading Bay and then to Nikolai Creek and back to Kenai for a “sample run” in addition to a grocery delivery on my way over for the oil and gas industry. I performed a preflight and checked the fuel levels and oil that had been previously added by a coworker to confirm what he said was in the tanks and the engine. I performed an additional flight in N207RB to Trading Bay and back to bring two passengers into Kenai. Upon return I fueled and had a total of 60 gallons on board and checked the oil which was at 11 quarts for the flight to Chinitna Bay. Passengers arrived and we did a weight and balance to distribute the weight appropriately between the two planes we were taking, N100PC and N207RB. We were under gross weight and well within the CG envelope. I was piloting N207RB, the trail aircraft, and the flight went well with little turbulence. I flew over “Red Glacier” and Hickerson Lake for the passengers to have some flight-seeing opportunities. Upon descending over Hickerson Lake for Chinitna Bay, we experienced light to moderate turbulence (for a Cessna 207). This lasted until the incident on the beach. I was talking to the pilot in N100PC who had just landed ahead of me at Chinitna Bay, and he said I should not land on the “short beach” because of sinkers on short final. Winds were significant with gusty quartering headwind down-sloping off the terrain from my left. I turned final and was in landing configuration but kept my speed up until touchdown because of the gusty conditions. I passed over the short beach and landing just beyond the point of the start of the “long beach.” Touchdown was completely in control. I added left aileron to counteract the winds from the left and help with the slope of the beach to the right. I also pulled back on elevator to protect the nose gear as is always my practice. At this point I felt a significant push to the right toward the water and was concerned with going into the water if this continued. At this point I added full power and went to 10 degrees flaps for a go-around. The nose wheel caught and apparently broke off, allowing the prop to strike the beach for 20’-30’. We continued sliding on the lower bowl (cowling) until the propeller spinner caught in the sand, at which point the energy still left in the moving airplane in the direction we were traveling caused the tail to kick over. We stopped, and the plane came to rest on its back. After we stopped, I immediately turned off the master switch to prevent fire. I called to my four passengers, and all said they were okay. The passenger next to me could get his door open immediately, and he exited first after releasing his seatbelt. After we all got out, I yelled to run away from the plane because of the leaking avgas. I attended to my passengers to make sure they were indeed not injured. At this time help began to arrive from people already on the ground. Many pictures were taken of the plane as is, and I made sure it was not touched or disturbed until pictures were taken to preserve any good information concerning the accident.

Respectfully Submitted,

Paul Hadfield, PIC N207RB