



# Aviation Investigation Final Report

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|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Chevak, Alaska                            | <b>Accident Number:</b> | ANC21LA025  |
| <b>Date &amp; Time:</b>        | March 12, 2021, 16:45 Local               | <b>Registration:</b>    | N407GV      |
| <b>Aircraft:</b>               | Cessna 208B                               | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground                 | <b>Injuries:</b>        | 5 None      |
| <b>Flight Conducted Under:</b> | Part 135: Air taxi & commuter - Scheduled |                         |             |

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## Analysis

The pilot reported that, while back-taxiing for departure, on a snow-and-ice-covered runway in a strong crosswind, the airplane began to slide towards the left side of the runway. He corrected for the slide back towards the runway center line, but the airplane encountered a “violent gust of wind” and began to slide again. He applied right brake and right rudder while leaving in full right aileron, but the airplane had zero braking action. As the airplane continued to slide, he applied engine power in an attempt to increase the rudder authority and “correct the direction back towards the runway” to no avail. Subsequently, the airplane slid off the left side of the runway, the left wheel impacted a snowbank, and the airplane “tipped” to the left. The airplane came to rest in a nose down attitude, banked to the left at about a 40° angle, and sustained substantial damage to the left wing and aileron.

The pilot reported no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The pilot added that the weather at the accident airport, about the time of the accident, was wind from 120° at 20 knots. The pilot was back taxiing on runway 20.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s loss of directional control during the back-taxi for departure in strong crosswind conditions which resulted in a runway excursion. Contributing to the accident was the snow-and-ice-covered runway.

## Findings

|                             |  |
|-----------------------------|--|
| <b>Aircraft</b>             | Crosswind correction - Not attained/maintained       |
| <b>Aircraft</b>             | Directional control - Not attained/maintained        |
| <b>Personnel issues</b>     | Aircraft control - Pilot                             |
| <b>Environmental issues</b> | Crosswind - Response/compensation                    |
| <b>Environmental issues</b> | Snow/slush/ice covered surface - Effect on operation |
| <b>Environmental issues</b> | Gusts - Response/compensation                        |

## Factual Information

### History of Flight

|                                   |  |
|-----------------------------------|--|
| <b>Taxi-into takeoff position</b> | Miscellaneous/other                        |
| <b>Taxi-into takeoff position</b> | Other weather encounter                    |
| <b>Taxi-into takeoff position</b> | Loss of control on ground (Defining event) |
| <b>Taxi-into takeoff position</b> | Dragged wing/rotor/float/other             |
| <b>Taxi-into takeoff position</b> | Nose over/nose down                        |

### Pilot Information

|                                  |   |  |                   |
|----------------------------------|---|--|-------------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 49, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land; Multi-engine land   | <b>Seat Occupied:</b>                    | Left              |
| <b>Other Aircraft Rating(s):</b> | Glider  | <b>Restraint Used:</b>                   | Unknown           |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             |                   |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             |                   |
| <b>Medical Certification:</b>    | Class 1 With waivers/limitations  | <b>Last FAA Medical Exam:</b>            | November 24, 2020 |
| <b>Occupational Pilot:</b>       | Yes   | <b>Last Flight Review or Equivalent:</b> | March 7, 2021     |
| <b>Flight Time:</b>              | (Estimated) 2643 hours (Total, all aircraft), 645 hours (Total, this make and model), 2551 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 48 hours (Last 30 days, all aircraft) |  |                   |

## Aircraft and Owner/Operator Information

|                                      |                               |                                       |   |
|--------------------------------------|-------------------------------|---------------------------------------|---|
| <b>Aircraft Make:</b>                | Cessna                        | <b>Registration:</b>                  | N407GV  |
| <b>Model/Series:</b>                 | 208B                          | <b>Aircraft Category:</b>             | Airplane  |
| <b>Year of Manufacture:</b>          | 1997                          | <b>Amateur Built:</b>                 |   |
| <b>Airworthiness Certificate:</b>    | Normal                        | <b>Serial Number:</b>                 | 208B0616  |
| <b>Landing Gear Type:</b>            | Tricycle                      | <b>Seats:</b>                         | 9   |
| <b>Date/Type of Last Inspection:</b> | January 13, 2021 AAIP         | <b>Certified Max Gross Wt.:</b>       | 9097 lbs  |
| <b>Time Since Last Inspection:</b>   |                               | <b>Engines:</b>                       | 1 Turbo prop  |
| <b>Airframe Total Time:</b>          | 27418.2 Hrs                   | <b>Engine Manufacturer:</b>           | P&W   |
| <b>ELT:</b>                          | C126 installed, not activated | <b>Engine Model/Series:</b>           | PT6A-114A   |
| <b>Registered Owner:</b>             | AVION CAPITAL CORP            | <b>Rated Power:</b>                   | 675 Horsepower  |
| <b>Operator:</b>                     | Grant Aviation                | <b>Operating Certificate(s) Held:</b> | Commuter air carrier (135),<br>On-demand air taxi (135) |
| <b>Operator Does Business As:</b>    | Grant Aviation                | <b>Operator Designator Code:</b>      | ENHA  |

## Meteorological Information and Flight Plan

|   |                       |   |                   |
|---|-----------------------|---|-------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)          | <b>Condition of Light:</b>                  | Day               |
| <b>Observation Facility, Elevation:</b> | PACZ,479 ft msl       | <b>Distance from Accident Site:</b>         | 19 Nautical Miles |
| <b>Observation Time:</b>                | 16:55 Local           | <b>Direction from Accident Site:</b>        | 320°              |
| <b>Lowest Cloud Condition:</b>          |                       | <b>Visibility</b>                           | 0.5 miles         |
| <b>Lowest Ceiling:</b>                  | Broken / 700 ft AGL   | <b>Visibility (RVR):</b>                    |                   |
| <b>Wind Speed/Gusts:</b>                | 34 knots / 42 knots   | <b>Turbulence Type Forecast/Actual:</b>     | /                 |
| <b>Wind Direction:</b>                  | 140°                  | <b>Turbulence Severity Forecast/Actual:</b> | /                 |
| <b>Altimeter Setting:</b>               | 30.31 inches Hg       | <b>Temperature/Dew Point:</b>               | -8°C / -10°C      |
| <b>Precipitation and Obscuration:</b>   | Moderate - None - Fog |   |                   |
| <b>Departure Point:</b>                 | Chevak, AK            | <b>Type of Flight Plan Filed:</b>           | Company VFR       |
| <b>Destination:</b>                     | Bethel, AK (BET)      | <b>Type of Clearance:</b>                   | Unknown           |
| <b>Departure Time:</b>                  |                       | <b>Type of Airspace:</b>                    | Class G           |

## Airport Information

|                             |                 |                                  |          |
|-----------------------------|-----------------|----------------------------------|----------|
| <b>Airport:</b>             | CHEVAK VAK      | <b>Runway Surface Type:</b>      | Gravel   |
| <b>Airport Elevation:</b>   | 60 ft msl       | <b>Runway Surface Condition:</b> | Ice;Snow |
| <b>Runway Used:</b>         | 02-20           | <b>IFR Approach:</b>             | None     |
| <b>Runway Length/Width:</b> | 3220 ft / 75 ft | <b>VFR Approach/Landing:</b>     | None     |

## Wreckage and Impact Information

|                            |        |                             |                           |
|----------------------------|--------|-----------------------------|---------------------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial               |
| <b>Passenger Injuries:</b> | 4 None | <b>Aircraft Fire:</b>       | None                      |
| <b>Ground Injuries:</b>    |        | <b>Aircraft Explosion:</b>  | None                      |
| <b>Total Injuries:</b>     | 5 None | <b>Latitude, Longitude:</b> | 61.537846,-165.60223(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Swenson, Eric   |
| <b>Additional Participating Persons:</b> | Robert Widman; FAA; Anchorage, AK   |
| <b>Original Publish Date:</b>            | October 19, 2021  |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class 4</a>   |
| <b>Note:</b>                             | The NTSB did not travel to the scene of this accident.  |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=102764">https://data.ntsb.gov/Docket?ProjectID=102764</a> |

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