



Aviation Investigation Final Report

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

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

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

Factual Information

History of Flight

Pilot Information

Certificate:	Commercial	Age:	49,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 24, 2020
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	March 7, 2021
Flight Time:	(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

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

Meteorological Information and Flight Plan

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

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, "accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person" (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB's statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available <u>here</u>.