



Aviation Investigation Final Report

Location:	Skwentna, Alaska	Accident Number:	ANC23LA063
Date & Time:	August 14, 2023, 10:20 Local	Registration:	N4891Z
Aircraft:	Cessna U206G	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

While landing on a river and coming off the float step, the airplane’s float contacted an undetected submerged gravel bar in shallow water. The airplane pivoted, nosed over, and came to rest inverted. The airplane sustained substantial damage to the vertical stabilizer and rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 airplane’s float contacted an undetected submerged gravel bar during landing which resulted in a nose over.

Findings

Environmental issues	(general) - Awareness of condition
Environmental issues	(general) - Contributed to outcome
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Landing	Collision during takeoff/land (Defining event)
Landing	Nose over/nose down

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer; Flight instructor	Age:	66, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Helicopter	Second Pilot Present:	No
Instructor Rating(s):	Glider	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	March 28, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	17653 hours (Total, all aircraft), 500 hours (Total, this make and model), 9553 hours (Pilot In Command, all aircraft), 253 hours (Last 90 days, all aircraft), 107 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N4891Z
Model/Series:	U206G	Aircraft Category:	Airplane
Year of Manufacture:	1980	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20606044
Landing Gear Type:	None; Float	Seats:	6
Date/Type of Last Inspection:	August 3, 2023 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	18019 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	RUSTAIR INC	Rated Power:	300 Horsepower
Operator:	Rust's Flying Service	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Rust's Flying Service	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Few / 4000 ft AGL	Visibility	
Lowest Ceiling:	Overcast / 4000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.88 inches Hg	Temperature/Dew Point:	14.4°C
Precipitation and Obscuration:			
Departure Point:	Anchorage, AK (PALH)	Type of Flight Plan Filed:	Company VFR
Destination:	Skwentna, AK	Type of Clearance:	None
Departure Time:	09:40 Local	Type of Airspace:	Class G

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:	61.953016,-151.25359(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Andrew Flack; FAA; Anchorage, AK
Original Publish Date:	October 26, 2023
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=192889

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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 [here](#).