



Aviation Investigation Final Report

Location:	Chinitna Bay, Alaska	Accident Number:	ANC23LA067
Date & Time:	August 28, 2023, 12:05 Local	Registration:	N1733R
Aircraft:	Cessna U206F	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that during takeoff from a remote beach site, soft sand pulled the airplane to the left, so she aborted the takeoff and repositioned for a second attempt. During the second takeoff attempt, just prior to rotation, the airplane’s right wheel contacted the water, which pivoted the airplane to the right, and it nosed down into the shallow water. The right wing sustained substantial damage. The pilot reported that there were no pre-accident mechanical failures or malfunctions 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 failure to maintain directional control on takeoff.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Wet surface - Effect on operation
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	37,Female
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 24, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 17, 2023
Flight Time:	1351 hours (Total, all aircraft), 310 hours (Total, this make and model), 1277 hours (Pilot In Command, all aircraft), 220 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	3-point
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Male
Airplane Rating(s):		Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Passenger Information

Certificate:		Age:	Female
Airplane Rating(s):		Seat Occupied:	Right
Other Aircraft Rating(s):		Restraint Used:	Lap only
Instrument Rating(s):		Second Pilot Present:	No
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1733R
Model/Series:	U206F	Aircraft Category:	Airplane
Year of Manufacture:	1973	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602068
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	August 8, 2023 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	78 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8862 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	IO-520DCF
Registered Owner:	NORTHSTAR HOLDINGS LLC	Rated Power:	300 Horsepower
Operator:	Alaska Skyways Inc	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Regal Air	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAHO,63 ft msl	Distance from Accident Site:	51 Nautical Miles
Observation Time:	11:53 Local	Direction from Accident Site:	105°
Lowest Cloud Condition:	Few / 600 ft AGL	Visibility	7 miles
Lowest Ceiling:	Overcast / 4100 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.86 inches Hg	Temperature/Dew Point:	12°C / 10°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Chinitna Bay, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Anchorage, AK (PALH)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	59.866972,-153.11274

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Paula Huckelberry; FAA/FSDO; Anchorage, AK
Original Publish Date:	April 4, 2024
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=192982

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](#).