



Aviation Investigation Final Report

Location:	KOTZEBUE, Alaska	Accident Number:	ANC96LA025
Date & Time:	January 27, 1996, 12:30 Local	Registration:	N5293X
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Positioning		

Analysis

The pilot said that while taxiing from landing, as he was making a right turn into the ramp area, the wind lifted the right wing causing the left wing and propeller to strike the ground. The taxi surface was hard-packed snow and ice, and braking action was poor. The 1251 wind was reported as 35 knots with gusts to 41. The Director of Operations (D.O.) stated that the flight went through the normal flight following/dispatch procedures. The D.O. said there were no written company standards addressed when flights should be cancelled due to excessive surface wind velocity. In addition, the D.O. indicated that the primary responsibility for determining if the winds/weather were suitable for the flight to be conducted rested with the pilot-in-command.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's poor judgment in conducting the flight in the existing high gusting wind conditions. A factor associated with the accident was the operator allowing/dispatching the accident flight in the prevailing weather conditions, and the icy ramp/taxi area.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH WEATHER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) WEATHER CONDITION - GUSTS
2. (C) WEATHER CONDITION - HIGH WIND
3. (C) FLIGHT INTO ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. (F) FLIGHT INTO ADVERSE WEATHER - DISPATCHED - COMPANY/OPERATOR MANAGEMENT

Occurrence #2: NOSE DOWN

Phase of Operation: TAXI - FROM LANDING

Findings

5. (F) AIRPORT FACILITIES, TAXIWAY CONDITION - ICY

Factual Information

On January 27, 1996, about 1230 Alaska standard time, a wheel equipped Cessna 206, N5293X, experienced an upset while taxiing at the Ralph Wein Memorial Airport, Kotzebue, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country positioning flight under Title 14 CFR Part 91 when the accident occurred. The airplane, registered to and operated by Baker Aviation Inc., Kotzebue, sustained substantial damage. The certificated airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. A VFR flight plan was filed. The flight originated at the Noorvik airport, Noorvik, Alaska, at 1209.

The operator reported that after landing on runway 08, the pilot exited the runway at the east end and was taxiing to the company ramp. The taxiway surface was hard-packed snow and ice. Braking action was poor. While making the turn into the ramp area, gusty winds tipped the right wing of the airplane upwards. The left wing and propeller contacted the taxiway surface, wrinkling the outboard end of the wing and damaging the propeller tips.

A 1251 surface weather observation at Kotzebue was reporting in part: Sky condition and ceiling, 10,000 feet scattered, 20,000 feet thin broken clouds; visibility, 3 miles in blowing snow; temperature, 4 degrees F; dew point -1 degrees F; wind, 110 degrees at 35 knots, gusts to 41 knots; altimeter, 30.07 inHg.

A telephone conversation with the Director of Operations (D.O.) on March 27, disclosed that the accident flight went through the normal flight following/dispatch procedures. The D.O. indicated that the primary responsibility for determining if the winds/weather were suitable for the flight to be conducted rested with the pilot-in-command. The D.O. said when the flight was conducted, there were no written company standards which addressed when flights should be cancelled due to excessive surface wind velocity. The D.O. also said that several earlier flights that day had been cancelled due to high winds and associated turbulence, and that the only way that the accident flight could have been prevented was "...for the pilot not to have been there."

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	29, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	August 28, 1995
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2870 hours (Total, all aircraft), 466 hours (Total, this make and model), 2785 hours (Pilot In Command, all aircraft), 262 hours (Last 90 days, all aircraft), 91 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N5293X
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20605612
Landing Gear Type:	Tricycle	Seats:	5
Date/Type of Last Inspection:	January 26, 1996 AAIP	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	10 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9428 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	BAKER AVIATION INC.	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	BAJA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OTZ ,11 ft msl	Distance from Accident Site:	
Observation Time:	12:51 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	3 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	35 knots / 41 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-16°C / -18°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	NOORVIK , AK (ORV)	Type of Flight Plan Filed:	VFR
Destination:	(OTZ)	Type of Clearance:	None
Departure Time:	12:09 Local	Type of Airspace:	

Airport Information

Airport:	RALPH WEIN MEMORIAL OTZ	Runway Surface Type:	
Airport Elevation:	11 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	67.23957,-161.189193(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	DAN WALSH; FAIRBANKS , AK
Original Publish Date:	May 17, 1996
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=2798

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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 [here](#).