



# Aviation Investigation Final Report

<b>Location:</b>	Bethel, Alaska	<b>Accident Number:</b>	ANC05LA015
<b>Date &amp; Time:</b>	November 19, 2004, 14:31 Local	<b>Registration:</b>	N9644G
<b>Aircraft:</b>	Cessna U206F	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

At the conclusion of the positioning flight, the airline transport certificated pilot exited the runway at a taxiway, and proceeded toward the ramp area of the airport. As he turned the airplane toward the parking area, a right quartering tailwind lifted the tail of the airplane, and the airplane nosed over. The airplane received damage to the left wing, the left wing strut, and the vertical stabilizer. A special weather observation at the airport was reporting, in part: Wind, 160 degrees (true) at 26 knots, gusts to 35 knots. The pilot indicated that his source of weather information was the Automated Terminal Information System (ATIS), and a "wind check" with the air traffic control tower. The pilot reported that the wind was 130 degrees (magnetic) at 22 knots, gusts to 27 knots.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate evaluation of the weather conditions, and his inadequate compensation for the wind conditions, which resulted in a loss of control and subsequent nose over during taxi from landing. A factor contributing to the accident was a tailwind.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) WEATHER CONDITION - TAILWIND
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: NOSE OVER

Phase of Operation: TAXI - FROM LANDING

## Factual Information

On November 19, 2004, at 1431 Alaska standard time, a tundra tire-equipped Cessna U206F airplane, N9644G, sustained substantial damage when it nosed over during taxi from landing at the Bethel Airport, Bethel, Alaska. The airplane was being operated as a visual flight rules (VFR) local area positioning flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Katmai Air LLC, Anchorage, Alaska. The airline transport certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Napaskiak Airport about 1420.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on November 20, the director of operations for the operator reported that the pilot landed on runway 11 at the conclusion of the positioning flight. The pilot exited the runway by turning left at taxiway E and then proceeded toward the ramp area of the airport. The director of operations said that as the pilot turned the airplane toward the parking area, a right quartering tailwind lifted the tail of the airplane, and the pilot was unable to prevent the airplane from nosing over. The airplane received damage to the left wing, the left wing strut, and the vertical stabilizer.

At 1430, a special weather observation at the Bethel Airport was reporting, in part: Wind, 160 degrees (true) at 26 knots, gusts to 35 knots; visibility, 10 statute miles; clouds and sky condition, 2,800 feet broken, 3,600 feet broken, 4,600 feet overcast; temperature, 37 degrees F; dew point, 31 degrees F; altimeter, 29.07 inHg; remarks, peak wind at 1423, 140 degrees (true) at 35 knots.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6102.1) submitted by the pilot, the pilot indicated that his source of weather information was the Bethel Automated Terminal Information System (ATIS), and a "wind check" with Bethel's air traffic control tower. The pilot reported that the wind was 130 degrees (magnetic) at 22 knots, gusts to 27 knots.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	27, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	April 20, 2004
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 15, 2004
<b>Flight Time:</b>	3450 hours (Total, all aircraft), 1850 hours (Total, this make and model), 3250 hours (Pilot In Command, all aircraft), 137 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cessna	<b>Registration:</b>	N9644G
<b>Model/Series:</b>	U206F	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20601844
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	November 12, 2004 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	22 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8716 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-520-F
<b>Registered Owner:</b>	Katmai Air Leasing LLC	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>	Katmai Air LLC.	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135), On-demand air taxi (135)
<b>Operator Does Business As:</b>	Katmai Air	<b>Operator Designator Code:</b>	ENFA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PABE,123 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:30 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 2800 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	26 knots / 35 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	144°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.06 inches Hg	<b>Temperature/Dew Point:</b>	3°C / -1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Napaskiak, AK (PKA )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Bethel, AK (PABE)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	14:20 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Bethel PABE	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	123 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<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>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	60.779724,-161.838058

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	Dean Diama; FAA-AL-ANC FSDO 03; Anchorage, AK
<b>Original Publish Date:</b>	June 8, 2005
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=60597">https://data.ntsb.gov/Docket?ProjectID=60597</a>

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](#).