



Aviation Investigation Final Report

Location:	Fairbanks, Alaska	Accident Number:	ANC06CA088
Date & Time:	July 11, 2006, 16:45 Local	Registration:	N8440Q
Aircraft:	Cessna 206F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The airline transport certificated pilot reported that he was attempting to takeoff from a slough with a float-equipped airplane on a Title 14, CFR Part 135 on-demand air taxi flight. He stated that he aborted the first takeoff attempt due to shifting winds created by local thunderstorms, and elected to takeoff in the opposite direction. Shortly after liftoff, the pilot reported that the airplane encountered a severe downdraft, and descended onto the tundra, striking Alder and Willow bushes. The airplane sustained substantial damage to both wings and wing lift struts.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate weather evaluation, which resulted in the airplane encountering a severe downdraft during takeoff initial climb, and an in-flight collision with terrain. Factors associated with the accident were a thunderstorm and a downdraft.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (F) WEATHER CONDITION - THUNDERSTORM
3. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

4. TERRAIN CONDITION - TUNDRA
5. TERRAIN CONDITION - HIGH VEGETATION

Factual Information

The airline transport certificated pilot reported he was attempting to takeoff from a slough with a float-equipped airplane on a Title 14, CFR Part 135 on-demand air taxi flight. He stated he aborted the first takeoff attempt due to shifting winds created by local thunderstorms, and elected to takeoff in the opposite direction. Shortly after liftoff, the pilot reported the airplane encountered a severe downdraft, and descended onto the tundra, striking Alder and Willow bushes. The airplane sustained substantial damage to both wings and wing lift struts.

Pilot Information

Certificate:	Airline transport	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2	Last FAA Medical Exam:	May 1, 2006
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2005
Flight Time:	17322 hours (Total, all aircraft), 5300 hours (Total, this make and model), 140 hours (Last 90 days, all aircraft), 90 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N8440Q
Model/Series:	206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	U20603299
Landing Gear Type:	Amphibian	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-520
Registered Owner:	Louis Gold	Rated Power:	
Operator:	Marina Air	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:	Marina Air Inc.	Operator Designator Code:	ZM9C

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:	Scattered / 5000 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/ 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	27°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Fairbanks, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Chena Marina, AK (AK28)	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	64.916664,-148.800003

Administrative Information

Investigator In Charge (IIC): Lewis, Lawrence

Additional Participating Persons:

Original Publish Date: November 29, 2006

Last Revision Date:

Investigation Class: [Class](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=64094>

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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](#).