



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Chugiak, Alaska	Accident Number:	ANC23LA022
Date & Time:	February 13, 2023, 15:00 Local	Registration:	N9572G
Aircraft:	Cessna U206F	Aircraft Damage:	Substantial
Defining Event:	Loss of visual reference	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot reported that the runway had about 12 inches of new snow and the runway edge lights were not visible. During the takeoff run, in flat light conditions, he was unable to determine the centerline of the runway, and the airplane subsequently drifted left of centerline. The left main landing gear impacted a snow berm along the edge of the runway and the airplane spun around 90°, which resulted in substantial damage to the right wing. The pilot reported that there were no preaccident mechanical malfunctions or anomalies 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 during takeoff in flat light conditions which resulted in a loss of control and impact with a snow berm.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Snow/slush/ice covered surface - Effect on personnel
Environmental issues	Flat light - Contributed to outcome

Factual Information

History of Flight

Takeoff	Ground collision
Takeoff	Loss of visual reference (Defining event)
Takeoff	Collision with terr/obj (non-CFIT)
Takeoff	Loss of control on ground

Pilot Information

Certificate:	Commercial	Age:	66,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	March 28, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	December 1, 2022
Flight Time:	17120 hours (Total, all aircraft), 7700 hours (Total, this make and model)		

Passenger Information

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

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9572G
Model/Series:	U206F	Aircraft Category:	Airplane
Year of Manufacture:	1972	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20601772
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 30, 2022 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	18 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9726.6 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	C126 installed, not activated	Engine Model/Series:	IO520F
Registered Owner:	On file	Rated Power:	300 Horsepower
Operator:	On file	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PABV, 96 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	14:56 Local	Direction from Accident Site:	38°
Lowest Cloud Condition:		Visibility	9 miles
Lowest Ceiling:	Overcast / 7000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / Unknown
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	N/A / Unknown
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	-10°C / -13°C
Precipitation and Obscuration:	Light - None - Snow		
Departure Point:	Chugiak, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Mcgrath, AK (MCG)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Birchwood Airport BCV	Runway Surface Type:	Asphalt;Snow
Airport Elevation:	70 ft msl	Runway Surface Condition:	Snow
Runway Used:	02L	IFR Approach:	None
Runway Length/Width:	4012 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	61.414737,-149.50909(est)

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Mallula; FAA; Anchorage, AK Thomas Palmer; FAA; Anchorage, AK
Original Publish Date:	April 6, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106736

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](#).