



Aviation Investigation Final Report

Location:	Newtok, Alaska	Accident Number:	ANC23LA019
Date & Time:	February 2, 2023, 13:29 Local	Registration:	N9996M
Aircraft:	Cessna 207	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot, seated in the left seat, reported that the operator's chief pilot/check airman, seated in the right seat, was conducting an operating experience (OE) flight during a CFR Part 135 cargo flight to a remote Alaskan village. The pilot said that her approach to Runway 33, a 35-foot wide, 2,200 ft long, ice-covered runway, required a correction for a strong right crosswind. She added that the airport windsock was frozen in place, making it difficult to discern the wind velocity and direction. She reported that during the landing roll, the airplane began to veer to the left of the runway center. She said that the chief pilot/check airman then took control of the airplane to correct the veer, but the strong crosswind continued to push the airplane to the left on the ice-covered runway. The airplane subsequently collided with a snow berm on the left side of the runway, resulting 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.

During a follow up conversation with the operator's director of operations, he said that the chief pilot/check airman was on board the accident flight to provide additional OE to a recently hired pilot due to icy runway conditions and a strong crosswind at the destination airport. This was the pilot's first flight to the remote village.

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 while landing with a crosswind on an ice-covered runway, resulting in a loss of control and subsequent impact with a snowbank. A factor was the check airman's inadequate supervision.

Findings

Personnel issues	Aircraft control - Pilot
Personnel issues	Delayed action - Instructor/check pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Crosswind - Effect on operation
Environmental issues	Snow/slush/ice covered surface - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Runway excursion (Defining event)
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Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34,Female
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	October 20, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 4, 2023
Flight Time:	770 hours (Total, all aircraft), 34 hours (Total, this make and model), 663 hours (Pilot In Command, all aircraft), 91 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Check pilot Information

Certificate:	Airline transport; Flight instructor	Age:	61,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 21, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	38000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N9996M
Model/Series:	207	Aircraft Category:	Airplane
Year of Manufacture:	1984	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	207007779
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 9, 2023 100 hour	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	33.6 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	YR-AIRCRAFT LEASING LLC	Rated Power:	285 Horsepower
Operator:	Yute Air Commuter	Operating Certificate(s) Held:	Commuter air carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PA00,72 ft msl	Distance from Accident Site:	27 Nautical Miles
Observation Time:	13:20 Local	Direction from Accident Site:	202°
Lowest Cloud Condition:	Clear	Visibility	
Lowest Ceiling:	None	Visibility (RVR):	2200 ft
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Bethel, AK (BET)	Type of Flight Plan Filed:	Company VFR
Destination:	Newtok, AK	Type of Clearance:	VFR,None
Departure Time:	12:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	Newtok PAEW	Runway Surface Type:	Gravel;Ice;Snow
Airport Elevation:	22 ft msl	Runway Surface Condition:	Holes;Ice;Rough;Snow
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	2200 ft / 35 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	60.93916,-164.64124(est)

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Shawn Toth; FAA/FSDO; Anchorage, AK
Original Publish Date:	April 20, 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=106690

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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](#).