



National Transportation Safety Board Aviation Accident Final Report

Location:	KOTZEBUE, AK	Accident Number:	ANC92LA057
Date & Time:	04/02/1992, 1015 AST	Registration:	N9909Z
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

DURING THE TAKEOFF THE AIRPLANE PITCHED UP AND THE WINGS ROCKED FROM SIDE TO SIDE AND THEN THE AIRPLANE SETTLED AND CRASHED INTO THE SNOWBANK AND NOSED OVER. THE PILOT STATED THERE WAS FROST ON THE WINGS BUT HE BRUSHED IT OFF. EXAMINATION OF THE WING'S UPPER SURFACE REVEALED THAT FROST REMAINED ON THE UPPER SURFACE. EXAMINATION OF THE CARGO, AIRPLANE, AND FUEL INFORMATION SHOWED THAT THE AIRPLANE WEIGHED 3700 POUNDS. THE CERTIFICATED GROSS WEIGHT OF THE AIRPLANE WAS 3600 POUNDS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO REMOVE ALL THE FROST FROM THE AIRPLANE AND EXCEEDING THE GROSS WEIGHT LIMIT OF THE AIRPLANE.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
2. (C) AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

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

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor	Age:	33, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	01/13/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4800 hours (Total, all aircraft), 160 hours (Total, this make and model), 4600 hours (Pilot In Command, all aircraft), 208 hours (Last 90 days, all aircraft), 13 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9909Z
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U20606740
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	01/28/1992, AAIP	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	32 Hours	Engines:	1 Reciprocating
Airframe Total Time:	5336 Hours	Engine Manufacturer:	CONTINENTAL
ELT:	Installed, not activated	Engine Model/Series:	IO-520-F
Registered Owner:	BERING AIR, INC.	Rated Power:	300 hp
Operator:	BERING AIR, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FXTA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	OTZ, 10 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1022 AST	Direction from Accident Site:	220°
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	3 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	70°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-23°C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	VFR
Destination:	POINT HOPE, AK (PHO)	Type of Clearance:	Traffic Advisory
Departure Time:	1015 AST	Type of Airspace:	Airport Advisory Area

Airport Information

Airport:	KOTZEBUE (OTZ)	Runway Surface Type:	Asphalt
Airport Elevation:	10 ft	Runway Surface Condition:	Dry
Runway Used:	8	IFR Approach:	None
Runway Length/Width:	5900 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	05/26/1993
Additional Participating Persons:	HUGH KEITH; ANCHORAGE, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).