



National Transportation Safety Board Aviation Accident Final Report

Location:	CRAIG, AK	Accident Number:	ANC95LA023
Date & Time:	01/02/1995, 1035 AST	Registration:	N242SS
Aircraft:	CESSNA 208	Aircraft Damage:	Substantial
Defining Event:		Injuries:	8 None

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

THE FLOAT EQUIPPED AIRPLANE STRUCK A PARTIALLY SUBMERGED LOG DURING A SALT WATER LANDING. THE PILOT REPORTED HE LOOKED AT THE LANDING SITE PRIOR TO LANDING, BUT HIS VISION WAS RESTRICTED BY SUN GLARE AND A THIN LAYER OF FOG SITTING ON THE WATER'S SURFACE. SHORTLY AFTER THE PILOT REDUCED POWER TO SLOW THE AIRPLANE'S TAXI SPEED, THE RIGHT FLOAT STRUCK A LOG. THE AIRPLANE VEERED SHARPLY TO THE RIGHT, AND THE LEFT FLOAT STRUT SUBSEQUENTLY COLLAPSED, ALLOWING THE LEFT WING TO STRIKE THE WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S SELECTION OF AN UNSUITABLE LANDING AREA. FACTORS ASSOCIATED WITH THE ACCIDENT WERE THE SUN GLARE, THE PARTIALLY SUBMERGED LOG, AND THE SHALLOW FOG LAYER ON THE SURFACE OF THE WATER (LANDING SURFACE).

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) OBJECT - SUBMERGED OBJECT
2. (F) LIGHT CONDITION - SUNGLARE
3. (F) WEATHER CONDITION - FOG
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On January 2, 1995, at 1035 Alaska standard time, a float equipped Cessna model 208 (Caravan) airplane, N242SS, operated by Taquan Air Service of Ketchikan, Alaska as scheduled flight No. 2, sustained substantial damage when it collided with a partially submerged log during a high speed water taxi from landing at Craig, Alaska. The airline transport certificated pilot-in-command, and the seven revenue passengers aboard were not injured. The 14 CFR Part 135 flight departed Ketchikan at 0955, and the destination was Craig. Visual meteorological conditions prevailed, and a VFR flight plan was on file.

The pilot reported that prior to landing he surveyed the area and thought it safe to perform a landing. He wrote in his report to the NTSB that the bright sunlight and approximately one foot of convection fog covering the water surface were restrictions to his visibility. Just after coming off a step taxi, he said the right float struck a log, which damaged the right float, and caused the airplane to veer to the right. The resultant side loads on the left float caused it to collapse, and the left wing was damaged when it struck the water.

Pilot Information

Certificate:	Airline Transport	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	01/17/1994
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	4331 hours (Total, all aircraft), 100 hours (Total, this make and model), 4282 hours (Pilot In Command, all aircraft), 68 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N242SS
Model/Series:	208 208	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	00096
Landing Gear Type:	Float	Seats:	10
Date/Type of Last Inspection:	12/22/1994, AAIP	Certified Max Gross Wt.:	8210 lbs
Time Since Last Inspection:	18 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	4982 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-114
Registered Owner:	TAQUAN AIR SERVICE	Rated Power:	600 hp
Operator:	TAQUAN AIR SERVICE	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:		Operator Designator Code:	FYWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Visibility	50 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-2° C
Precipitation and Obscuration:			
Departure Point:	KETCHIKAN, AK (5KE)	Type of Flight Plan Filed:	VFR
Destination:	(CGA)	Type of Clearance:	None
Departure Time:	0955 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	7 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	8 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): TIMOTHY A BORSON **Report Date:** 09/24/1995

Additional Participating Persons: JAMES MC COY; JUNEAU, 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/>.

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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](#).