



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KING SALMON, AK	<b>Accident Number:</b>	ANC97LA140
<b>Date &amp; Time:</b>	09/01/1997, 1710 AKD	<b>Registration:</b>	N7032Q
<b>Aircraft:</b>	Cessna U206F	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Minor, 2 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot aborted the first takeoff attempt in the seaplane when the pilot seat slipped aft. He did not back taxi the seaplane prior to beginning the second takeoff run. A passenger's video depicts the seaplane on the step, a passenger commenting on the shallow water, and the seaplane striking a sandbar located in the middle of the river. The seaplane came to rest inverted in shallow 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 takeoff area. Factors were the sand bar and the pilot's failure to use all available waterway for the takeoff.

## Findings

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Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) TERRAIN CONDITION - SAND BAR
  2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND
  3. (F) ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
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Occurrence #2: NOSE OVER  
Phase of Operation: TAKEOFF - ROLL/RUN

## Factual Information

On September 1, 1997, about 1710, a float equipped Cessna U206F airplane, N7032Q, sustained substantial damage when it nosed over in water on the Alagnak River, 38 miles northeast of King Salmon, Alaska. The airline transport certificated pilot and two passengers were uninjured. The airplane was operated by Hartley, Inc., doing business as Branch River Air Service, of Anchorage, Alaska. The flight was conducted under 14 CFR Part 135 as an on demand air taxi. Visual meteorological conditions prevailed at the time of the accident, and a company flight plan was filed.

Statements and a videotape taken by the passengers revealed that during the initial takeoff run, while on step, the pilot's seat slipped aft and he aborted the takeoff. He reset his seat, and did not water taxi the seaplane back to the original takeoff spot. The video depicts the seaplane beginning a second takeoff run, and the passengers can be heard commenting on the shallowness of the water. The seaplane then strikes a sandbar and noses over. This tape and overhead photographs show the seaplane inverted on a sandbar in shallow water.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	63, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	03/26/1997
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20000 hours (Total, all aircraft), 400 hours (Total, this make and model), 14000 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N7032Q
Model/Series:	U206F U206F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	U20603067
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	08/28/1997, 100 Hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	15 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8556 Hours	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	HARTLEY, INC.	Rated Power:	300 hp
Operator:	HARTLEY, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	BRANCH RIVER AIR SERVICE	Operator Designator Code:	EQWC

## 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:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	, AK (AKN)	Type of Flight Plan Filed:	Company VFR
Destination:	ALAGNAK RIVER, AK	Type of Clearance:	None
Departure Time:	1145 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	

## Administrative Information

**Investigator In Charge (IIC):** MATTHEW L THOMAS **Report Date:** 11/06/1998

**Additional Participating Persons:** THOMAS C NOBLE; 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](mailto: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](#).