



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

Occurrence #2: NOSE OVER
Phase of Operation: TAKEOFF - ROLL/RUN

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	63
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine
Flight Time:	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	Engines:	1 Reciprocating
Operator:	HARTLEY, INC.	Engine Manufacturer:	Continental
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	IO-520-F
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Weather Information Source:	Pilot
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:		Visibility	20 Miles
Precipitation and Obscuration:			
Departure Point:	, AK (AKN)	Destination:	ALAGNAK RIVER, AK

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
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	MATTHEW L THOMAS	Adopted Date:	11/06/1998
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.