



# National Transportation Safety Board Aviation Accident Data Summary

<b>Location:</b>	KASIGLUK, AK	<b>Accident Number:</b>	ANC93LA059
<b>Date &amp; Time:</b>	05/01/1993, 1415 AKD	<b>Registration:</b>	N6332D
<b>Aircraft:</b>	CESSNA 172	<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Analysis

THE PILOT REPORTED THAT HE WAS USING ONLY THE LEFT SIDE OF THE GRAVEL RUNWAY FOR TAKEOFF BECAUSE IT '...WAS IN A LITTLE BETTER CONDITION' THAN THE RIGHT HALF OF THE RUNWAY WHICH WAS VERY WET AND SOFT FROM THE MELTING WINTER SNOW. DUE TO WET SPOTS ON THE LEFT SIDE, SOME OF THE LEFT EDGE CONE MARKERS HAD BEEN MOVED IN TOWARD THE CENTER OF THE RUNWAY, MAKING THE TAKEOFF AREA EVEN NARROWER. DURING LIFTOFF THE AIRPLANE WEATHERVANED DUE TO A CROSSWIND, AND THE LEFT HORIZONTAL STABILIZER & ELEVATOR COLLIDED WITH ONE OF THE 3-FT HIGH RUNWAY EDGE RUBBER CONE MARKERS. THE RUNWAY HAD BEEN REOPENED 4/27 AFTER HAVING BEEN CLOSED FOR 10 DAYS BECAUSE OF THE MELTING SNOW.

## Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S POOR JUDGEMENT IN ATTEMPTING A TAKEOFF FROM A NARROW, WET, SOFT GRAVEL RUNWAY WITH A CROSSWIND. THE RUNWAY CONDITIONS AND THE CROSSWIND WERE FACTORS IN THE ACCIDENT.

## Findings

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

### Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
3. (F) WEATHER CONDITION - CROSSWIND
4. (C) JUDGMENT - POOR - PILOT IN COMMAND

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	31
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>	None	<b>Instructor Rating(s):</b>	None
<b>Flight Time:</b>	2400 hours (Total, all aircraft), 500 hours (Total, this make and model), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N6332D
<b>Model/Series:</b>	172 172	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>		<b>Engine Manufacturer:</b>	LYCOMING
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	O-320-D2J
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	None / 0 ft agl	<b>Wind Speed/Gusts, Direction:</b>	10 knots / 15 knots, 270°
<b>Temperature:</b>	6°C	<b>Visibility</b>	60 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	(Z09)	<b>Destination:</b>	BETHEL, AK (BET)

## Airport Information

<b>Airport:</b>	KASIGLUK (Z09)	<b>Runway Surface Type:</b>	Gravel
<b>Runway Used:</b>	17	<b>Runway Surface Condition:</b>	Soft; Wet
<b>Runway Length/Width:</b>	2100 ft / 35 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): ROY C DAW Adopted Date: 08/18/1994

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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