



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KOLIGANEK, AK	<b>Accident Number:</b>	ANC01LA131
<b>Date &amp; Time:</b>	09/01/2001, 1530 AKD	<b>Registration:</b>	N1007U
<b>Aircraft:</b>	Maule M-7-235B	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The private certificated pilot was departing a remote lake in a float-equipped airplane. The lake is about 1,500 feet long, and is a location the pilot has operated from in the past. The pilot said he taxied into the middle of the lake several times to check the wind conditions before takeoff. The wind appeared to shift from the northwest, to the west, about 12 knots. The pilot said he initiated one takeoff run, but aborted the takeoff. His second takeoff included a step turn toward the south, during which the airplane seemed to lose a slight amount of speed. The pilot decided to lower the flaps to assist in getting off the water and he reached for the flap handle. The pilot said that as he reached for the handle, he realized he was reaching for the area of the airplane where the flap handle is normally installed in his other airplane, a Piper PA-18. He was distracted by not finding the flap handle in the accident airplane. The airplane became airborne, but collided with the bank of the lake. The airplane was then launched upward in a steep nose-up attitude, and the pilot said a stall was eminent. He lowered the nose of the airplane, but the airplane rolled to the left, and collided with the ground. The left float assembly, the left wing, and fuselage were damaged.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's delay in aborting the takeoff. A factor in the accident was the pilot's diverted attention during the takeoff.

## Findings

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Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT
2. (C) ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND

## Factual Information

On September 1, 2001, about 1530 Alaska daylight time, a float-equipped Maule M-7-235B airplane, N1007U, sustained substantial damage during takeoff from a remote lake, about 25 miles northeast of Koliganek, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country personal flight when the accident occurred. The airplane was operated by the pilot. The private certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on September 4, the pilot reported that he was departing Frost Lake, which is about 1,500 feet long, and is a location the pilot has operated from in the past. The pilot said he taxied into the middle of the lake several times to check the wind conditions before takeoff. The wind appeared to shift from the northwest, to the west, about 12 knots. The pilot said he initiated one takeoff run, but aborted the takeoff. His second takeoff included a step turn toward the south, during which the airplane seemed to lose a slight amount of speed. The pilot decided to lower the flaps to assist in getting off the water and he reached for the flap handle. The pilot said that as he reached for the handle, he realized he was reaching for the area of the airplane where the flap handle is normally installed in his other airplane, a Piper PA-18. He was distracted by not finding the flap handle in the accident airplane. The airplane became airborne, but collided with the bank of the lake. The airplane was then launched upward in a steep nose-up attitude, and the pilot said a stall was eminent. He lowered the nose of the airplane, but the airplane rolled to the left, and collided with the ground. The left float assembly, the left wing, and fuselage were damaged.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/14/2001
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	04/26/2001
<b>Flight Time:</b>	1866 hours (Total, all aircraft), 439 hours (Total, this make and model), 1733 hours (Pilot In Command, all aircraft), 131 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Maule	Registration:	N1007U
Model/Series:	M-7-235B	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	23047C
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	09/01/2000, Annual	Certified Max Gross Wt.:	2750 lbs
Time Since Last Inspection:	84 Hours	Engines:	1 Reciprocating
Airframe Total Time:	439 Hours at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-B
Registered Owner:	JERRY C. KALLAM	Rated Power:	235 hp
Operator:	JERRY C. KALLAM	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 6000 ft agl	Visibility	30 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C
Precipitation and Obscuration:			
Departure Point:	KOLIGANEK, AK	Type of Flight Plan Filed:	None
Destination:	PORT ALSWORTH, AK (PALJ)	Type of Clearance:	None
Departure Time:	1530 ADT	Type of Airspace:	Class G

## Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	59.843611, -156.462500

## Administrative Information

<b>Investigator In Charge (IIC):</b>	SCOTT ERICKSON	<b>Report Date:</b>	02/20/2002
<b>Additional Participating Persons:</b>	BILL BOHMAN; FAA-AL-ANC FSDO 03; ANCHORAGE, AK		
<b>Publish Date:</b>			
<b>Investigation Docket:</b>	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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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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](#).