



National Transportation Safety Board Aviation Accident Data Summary

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

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

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

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

Pilot Information

Certificate:	Private	Age:	45
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	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	Engines:	1 Reciprocating
Operator:	JERRY C. KALLAM	Engine Manufacturer:	LYCOMING
Operating Certificate(s) Held:	None	Engine Model/Series:	O-540-B
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Weather Information Source:	Pilot
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	12 knots / , 270°
Temperature:	13°C	Visibility	30 Miles
Precipitation and Obscuration:			
Departure Point:	KOLIGANEK, AK	Destination:	PORT ALSWORTH, AK (PALJ)

Airport Information

Airport:		Runway Surface Type:	
Runway Used:		Runway Surface Condition:	
Runway Length/Width:			

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC): SCOTT ERICKSON

Adopted Date: 02/20/2002

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.