



Aviation Investigation Final Report

Location:	Juneau, Alaska	Accident Number:	ANC22LA003
Date & Time:	October 22, 2021, 08:42 Local	Registration:	N754KP
Aircraft:	Cessna 208B	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

The pilot reported that, during takeoff about the time that the airplane reached rotational speed, the airplane veered abruptly to the right. To correct the veer, she applied left rudder, but the control travel felt limited, and the airplane continued to the right. The pilot thought that there was not adequate distance for the airplane to safely stop, so she continued the takeoff and maneuvered the airplane toward the runway for an emergency landing. When the pilot determined that a safe landing could be made, she shut down the engine. During the emergency landing, the right main landing gear and nosewheel collapsed, and both wings sustained substantial damage.

A postaccident examination revealed no mechanical malfunctions or anomalies that would have precluded normal operation. The cause of the pilot’s loss of directional control on the runway could not be determined based on the available evidence for this investigation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s loss of directional control for reasons that could not be determined.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Takeoff

Loss of control on ground (Defining event)

On October 22, 2021, about 0842 Alaska daylight time, a Cessna 208B airplane, N754KP, sustained substantial damage when it was involved in an accident at Juneau International Airport, Juneau, Alaska. The pilot and five passengers were not injured. The airplane was operated by Kalinin Aviation dba Alaska Seaplanes as a Title 14 *Code of Federal Regulations* Part 135 scheduled passenger flight.

The pilot reported that she completed a preflight inspection and taxied the airplane to the active runway for departure, making both left and right turns. She completed the before takeoff checklist, which included a flight control check. The airplane was cleared for takeoff on runway 8 from the taxiway C intersection. Once the airplane reached the runway, the pilot increased engine power, and the airplane began to accelerate down the centerline of the runway.

About the time that the airplane reached rotational speed, the airplane veered “abruptly” to the right. To correct the veer, the pilot applied left rudder, but the control travel “felt limited,” and the airplane continued to the right toward a float pond that was parallel to the runway. The pilot thought that the distance to the float pond would not be adequate to safely stop, so she continued the takeoff and, once airborne, maneuvered the airplane toward the runway for an emergency landing. Once the pilot determined that a safe landing could be made, she pulled the manual firewall fuel shutoff valve and moved the master switch to the OFF position. During the emergency landing, the right main landing gear and nose wheel collapsed, and both wings sustained substantial damage.

A passenger in the right front seat reported that his seat was moved aft and that his feet were on the floor near the control pedestal with his knees pointed toward the passenger door to preclude inadvertent interference with any flight control movements.

A postaccident examination of the nosewheel steering and the brake and flight control systems revealed no mechanical malfunctions or anomalies that would have precluded normal operation.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	33,Female
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 24, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	October 21, 2021
Flight Time:	2475.9 hours (Total, all aircraft), 1009.6 hours (Total, this make and model), 2373.4 hours (Pilot In Command, all aircraft), 191.1 hours (Last 90 days, all aircraft), 58 hours (Last 30 days, all aircraft), 4.7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N754KP
Model/Series:	208B	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	208B1264
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	September 27, 2021 AAIP	Certified Max Gross Wt.:	9062 lbs
Time Since Last Inspection:		Engines:	1 Turbo prop
Airframe Total Time:	7447 Hrs at time of accident	Engine Manufacturer:	Honeywell Aerospace Inc
ELT:	C126 installed, not activated	Engine Model/Series:	TPE331-12JR
Registered Owner:	KALININ PARTNERS LLC	Rated Power:	900 Horsepower
Operator:	Alaska Seaplanes	Operating Certificate(s) Held:	Commuter air carrier (135), On-demand air taxi (135)
Operator Does Business As:	Alaska Seaplanes	Operator Designator Code:	P9KA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PAJN,24 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	08:53 Local	Direction from Accident Site:	81°
Lowest Cloud Condition:	Few / 300 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	28.98 inches Hg	Temperature/Dew Point:	6°C / 5°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:	Juneau, AK	Type of Flight Plan Filed:	None
Destination:	Skagway, AK	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	JUNEAU INTL JNU	Runway Surface Type:	Asphalt
Airport Elevation:	25 ft msl	Runway Surface Condition:	Wet
Runway Used:	08/26	IFR Approach:	None
Runway Length/Width:	8857 ft / 150 ft	VFR Approach/Landing:	Precautionary landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	58.355395,-134.58326

Administrative Information

Investigator In Charge (IIC):	Banning, David
Additional Participating Persons:	Michael Abrams; FAA; Juneau, AK Jon Percy; FAA; Juneau, AK Sean Kveum; Alaska Seaplanes; Juneau, AK Jennifer Barclay; Textron; Juneau, AK Chad Russell; Alaska Seaplanes; Juneau, AK
Original Publish Date:	April 26, 2023
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104149

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).