



# Aviation Investigation Final Report

<b>Location:</b>	KING SALMON, Alaska	<b>Accident Number:</b>	ANC95LA108
<b>Date &amp; Time:</b>	July 19, 1995, 07:30 Local	<b>Registration:</b>	N756SN
<b>Aircraft:</b>	CESSNA 206	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	6 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

THE PILOT WAS TAKING OFF FROM A LAKE. THE NORMAL TAKEOFF PROCEDURE WAS TO ALIGN THE AIRPLANE WITH AN ISLAND IN THE MIDDLE OF THE MOUTH OF THE KULIK RIVER. THE PILOT ALIGNED THE AIRPLANE WITH A PROTRUSION OF LAND ON THE SHORELINE LEFT OF THE MOUTH OF THE RIVER. HE THOUGHT THE PROTRUSION WAS THE ISLAND. WHEN HE REALIZED THAT IT WAS THE SHORELINE, HE ATTEMPTED A RIGHT STEP TURN AND TRIED TO LIFT THE LEFT FLOAT OUT OF THE WATER. THE AIRPLANE BECAME AIRBORNE, BUT IT STRUCK SOME TREES. THE PILOT STATED THE AIRPLANE WAS TOO CLOSE TO SHORE TO ABORT THE TAKEOFF.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S FAILURE TO PROPERLY ALIGN HIS TAKEOFF PATH.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation: TAKEOFF

### Findings

1. (C) PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
2. MANEUVER TO AVOID OBSTRUCTIONS - ATTEMPTED - PILOT IN COMMAND
3. OBJECT - TREE(S)



## Factual Information

On July 19, 1995, at 0730 Alaska daylight time, a float equipped Cessna 206, N756SN, registered to Katmailand Inc., and operated by Kulik Lodge, crashed into trees during takeoff from the Kulik Lodge located on Nonvianuk Lake, 53 nautical miles northeast of King Salmon, Alaska. The business flight, operating under 14 CFR Part 91 for the purpose of fish guiding, was departing Kulik Lodge and the destination was the mouth of the Alagnak River. A company flight plan was in effect and visual meteorological conditions prevailed. The airline transport certificated pilot and the five passengers were not injured and the airplane was substantially damaged.

According to the owner, when the wind is from the east they takeoff toward the mouth of the Kulik river which connects Nonvianuk and Kulik Lakes. The pilot stated he aligned the airplane's takeoff path with the island which is located in the middle of the mouth of the river. During the takeoff run he realized that he aligned the takeoff path with a protrusion of land from the shoreline left of the river's mouth. He attempted a step turn to the right and tried to raise the left float out of the water. The airplane became airborne and then struck the trees and crashed into the river. The pilot stated the airplane was too close to the shore to abort the takeoff.

The pilot stated there were no mechanical anomalies with the airplane.

### Pilot Information

<b>Certificate:</b>	Airline transport; Flight instructor	<b>Age:</b>	50, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	October 19, 1994
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	4649 hours (Total, all aircraft), 95 hours (Total, this make and model), 4615 hours (Pilot In Command, all aircraft), 161 hours (Last 90 days, all aircraft), 82 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CESSNA	<b>Registration:</b>	N756SN
<b>Model/Series:</b>	206 206	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	U20604321
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	July 9, 1995 100 hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>	36 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5570 Hrs	<b>Engine Manufacturer:</b>	CONTINENTAL
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	IO-520-F13
<b>Registered Owner:</b>	KATMAILAND INC.	<b>Rated Power:</b>	300 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	KULIK LODGE	<b>Operator Designator Code:</b>	ENFA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	12 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	16°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	KULIK LAKE , AK (LKK )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	ALAGNAK RIVER , AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	5 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 None	<b>Latitude, Longitude:</b>	58.750007,-156.539123(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kobelnyk, George
<b>Additional Participating Persons:</b>	TOM ELDRIDGE; ANCHORAGE , AK
<b>Original Publish Date:</b>	February 14, 1996
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=2689">https://data.nts.gov/Docket?ProjectID=2689</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).