



Aviation Investigation Final Report

Location:	PORT ALSWORTH, Alaska	Accident Number:	ANC96LA142
Date & Time:	September 3, 1996, 15:15 Local	Registration:	N1801Q
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The air taxi cargo flight was departing a small, remote lake. The pilot of the float-equipped airplane estimated the wind velocity as approximately 5 knots. Shortly after lift-off, while still in ground effect, he said the wind either shifted or died down. He felt the airplane suddenly lose altitude, and continue to sink until it collided with rocks and the shoreline.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for the wind conditions. A factor associated with the accident was the unfavorable wind.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

On September 3, 1996, about 1515 Alaska daylight time, a float equipped Cessna 206 airplane, N1801Q, sustained substantial damage when it collided with terrain while attempting to takeoff from an unnamed lake located approximately 25 miles west of Port Alsworth, Alaska. The solo commercial certificated pilot received minor injuries. The 14 CFR Part 135 on-demand air taxi flight operated in visual meteorological conditions. The flight originated at Lake Hood, Anchorage, Alaska, about 1100.

According to the Director of Operations for Alaska Bush Carriers, the pilot told him he was attempting to takeoff from a small lake with a light load. The airplane had just lifted off, and was flying in ground effect, when the wind either shifted or died down. The airplane touched down on the water, entered a rocky shoreline area, and became momentarily airborne again. The airplane subsequently crashed just beyond the shoreline. Emergency medical treatment was provided by a veterinarian who was an Alaska Bush Carrier's customer and was camped nearby. The veterinarian sutured a wound over the pilot's eye.

Pilot Information

Certificate:	Commercial	Age:	26, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	January 26, 1996
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	3265 hours (Total, all aircraft), 65 hours (Total, this make and model), 3095 hours (Pilot In Command, all aircraft), 348 hours (Last 90 days, all aircraft), 162 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N1801Q
Model/Series:	206 206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20602925
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	August 10, 1996 100 hour	Certified Max Gross Wt.:	3500 lbs
Time Since Last Inspection:	69 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5005 Hrs	Engine Manufacturer:	Continental
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	IO-520-F
Registered Owner:	ALASKA BUSH CARRIERS	Rated Power:	300 Horsepower
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	EMHA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	ANCHORAGE , AK (LHD)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

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

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	60.200477,-154.280624(est)

Administrative Information

Investigator In Charge (IIC):	Labelle, James
Additional Participating Persons:	DAVID S MCGLOTHLEN; ANCHORAGE , AK
Original Publish Date:	May 23, 1997
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2894

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