



Aviation Investigation Final Report

Location:	KODIAK, Alaska	Accident Number:	ANC84LA050
Date & Time:	April 3, 1984, 09:00 Local	Registration:	N4726U
Aircraft:	CESSNA U206G	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Aerial observation		

Analysis

ACCORDING TO THE PLT, HE INITIATED A TAKEOFF IN A NORTHERLY DIRECTION, BUT THE ACFT WOULD NOT CLIMB AFTER LIFT-OFF. HE CHOPPED THE PWR & THE ACFT IMMEDIATELY TOUCHED DOWN. THEN THE ACFT BOUNCED, YAWED LEFT & THE RT FLOAT HIT THE WATER SIDEWAYS. THE ACFT BOUNCED AGAIN & THE LT FLOAT & WING STRUCK THE WATER. THE ACFT CAME TO REST IN AN UPRIGHT ATTITUDE AFTER BOUNCING A 3RD TIME. THE WIND WAS FROM 310 DEG AT 14 KTS WITH GUSTS TO 20 KTS. THE PLT DID NOT REPORT EXPERIENCING ANY MECHANICAL TROUBLE DURING THE MISHAP. THE TAKEOFF AREA (LILLY LAKE) WAS SURROUNDED ON 2 SIDES BY HILLS & PLTS IN THE AREA REPORTED THAT THE WIND CAN BE VERY UNPREDICTABLE.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - UNFAVORABLE WIND
2. (F) WEATHER CONDITION - GUSTS

3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND

4. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF

Findings

5. (C) COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

6. WATER LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Private	Age:	33, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 28, 1983
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	700 hours (Total, all aircraft), 200 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N4726U
Model/Series:	U206G U206G	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20605070
Landing Gear Type:	Amphibian	Seats:	6
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1230 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:		Engine Model/Series:	I0-520
Registered Owner:	SKM INC.	Rated Power:	300 Horsepower
Operator:	CLYDE MAYBERRY	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	ADQ ,73 ft msl	Distance from Accident Site:	3 Nautical Miles
Observation Time:	08:50 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Scattered / 2300 ft AGL	Visibility	15 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	14 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	310°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	6°C / -1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(9Z3)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	09:54 Local	Type of Airspace:	

Airport Information

Airport:	KODIAK LILLY LAKE SEAPLAN 9Z3	Runway Surface Type:	Water
Airport Elevation:	130 ft msl	Runway Surface Condition:	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	2200 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	57.790435,-152.400009(est)

Administrative Information

Investigator In Charge (IIC): Kobelnyk, George

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=4278>

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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](#).