



Aviation Investigation Final Report

Location:	Old Harbor, Alaska	Accident Number:	ANC02LA084
Date & Time:	July 26, 2002, 10:38 Local	Registration:	N756BW
Aircraft:	Cessna 206	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The solo airline transport pilot was departing in a float-equipped airplane on an on-demand air taxi flight. As the airplane climbed through 100 feet above the water, the pilot's attention was temporarily distracted when items from the airplane's map compartment fell onto the floor of the airplane. As he leaned over to the right side of the airplane to recover the items, the airplane descended, and the airplane's floats struck the surface of the water. The airplane bounced into the air, and the pilot continued his climb. A postaccident inspection revealed that the airplane sustained substantial damage to the forward fuselage area near the float attachments. The pilot reported that there were no preaccident mechanical problems with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain altitude/clearance from terrain during initial climb, which resulted in an in-flight collision with water. A factor associated with the accident was the pilot's diverted attention.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. TERRAIN CONDITION - WATER
2. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. (F) DIVERTED ATTENTION - PILOT IN COMMAND

Factual Information

On July 26, 2002, about 1038 Alaska daylight time, a float-equipped Cessna 206 airplane, N756BW, sustained substantial damage during an in-flight collision with water during takeoff from Olga Bay, located about 30 miles west of Old Harbor, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand air taxi flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Redemption, Inc., dba Island Air Service, Kodiak, Alaska. The certificated airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated about 1035 from Olga Bay, and was en route to Kodiak, with a planned stop at Moser Bay, Alaska.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on July 26, the pilot reported that just after takeoff from Olga Bay, as the airplane passed through 100 feet above the water, his attention was temporarily distracted after items from the airplane's map compartment fell onto the floor of the airplane. He said that as he leaned over to the right side of the instrument panel to close the map compartment and pickup the items on the floor, the airplane descended, and the floats of the airplane struck the surface of the water. The airplane bounced into the air, and he continued his climb. He said that during climb he noticed that the lower portion of the windshield had pulled away from the fuselage, so he elected to bypass his planned stop at Moser Bay, and fly directly to Kodiak. A postaccident inspection revealed that the airplane sustained substantial damage to the forward portions of the fuselage, adjacent to the forward float attach points.

The pilot reported that there were no preaccident mechanical problems with the airplane.

Pilot Information

Certificate:	Airline transport	Age:	26, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	May 22, 2002
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	29 hours (Total, all aircraft), 135 hours (Total, this make and model), 2760 hours (Pilot In Command, all aircraft), 235 hours (Last 90 days, all aircraft), 101 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cessna	Registration:	N756BW
Model/Series:	206	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	U20603969
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	July 14, 2002 100 hour	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	92.9 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7979.8 Hrs as of last inspection	Engine Manufacturer:	Continental
ELT:	Installed, not activated	Engine Model/Series:	IO-520F
Registered Owner:	REDEMPTION INC	Rated Power:	300 Horsepower
Operator:	Island Air	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Island Air Service	Operator Designator Code:	RI9C

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:		Visibility	10 miles
Lowest Ceiling:	Broken / 2000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Old Harbor , AK (KMY)	Type of Flight Plan Filed:	Company VFR
Destination:	Kodiak , AK (ADQ)	Type of Clearance:	None
Departure Time:	10:38 Local	Type of Airspace:	Class E

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:	57.031665,-154.133331

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Ed Kornfield ; Federal Aviation Administration; Anchorage , AK
Original Publish Date:	May 30, 2003
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=55403

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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](#).