



Aviation Investigation Final Report

Location:	42NM ESE OF YAK, Alaska	Accident Number:	SEA82DA167
Date & Time:	September 18, 1982, Local	Registration:	N80632
Aircraft:	CESSNA U206A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

SHORTLY AFTER THE AIRCRAFT BECAME AIRBORNE, THE PILOT WAS NOT CAPABLE OF MAINTAINING FLIGHT DUE TO INSUFFICIENT AIRSPEED. THE AIRCRAFT STALLED AND THE LEFT WING TIP DRAGGED IN THE EAST RIVER. THE PILOT REDUCED POWER AND THE AIRCRAFT SETTLED INTO SHALLOW WATER.

Probable Cause and Findings

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

Findings

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

Findings

1. (C) LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. (C) AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
3. (C) LIFT-OFF - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

4. TERRAIN CONDITION - WATER, GLASSY

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22,Female
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	June 10, 1982
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	699 hours (Total, all aircraft), 646 hours (Total, this make and model), 616 hours (Pilot In Command, all aircraft), 173 hours (Last 90 days, all aircraft), 115 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N80632
Model/Series:	U206A U206A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	U2060463
Landing Gear Type:	Tricycle	Seats:	6
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:	87 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	1407 Hrs	Engine Manufacturer:	CONTINENTAL
ELT:	Installed	Engine Model/Series:	IO-520-A5
Registered Owner:	GULF AIR TAXI	Rated Power:	285 Horsepower
Operator:	GULF AIR TAXI	Operating Certificate(s) Held:	On-demand air taxi (135)
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:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Scattered / 8000 ft AGL	Visibility	30 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	42NM ESE OF YAK, AK	Type of Flight Plan Filed:	VFR
Destination:	YAKUTAT , AK (YKT)	Type of Clearance:	
Departure Time:	10:30 Local	Type of Airspace:	

Airport Information

Airport:	LOWENSTEINS AIRSTRIP	Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	None
Runway Length/Width:	1400 ft / 10 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	59.510848,-139.710037(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: September 18, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=69654>

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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](#).