



National Transportation Safety Board Aviation Accident Final Report

Location:	KODIAK, AK	Accident Number:	ANC93LA131
Date & Time:	08/02/1993, 1500 AKD	Registration:	N9526F
Aircraft:	CESSNA 208	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AMPHIBIOUS AIRPLANE NOSED OVER IN THE WATER AFTER LANDING ON THE WATER WITH THE WHEELS EXTENDED. THE PILOT SAID HE HAD NOT USED THE AIRPLANE CHECKLIST BECAUSE HE WAS DISTRACTED AND PREOCCUPIED BY OTHER MISSION RELATED ACTIVITIES, SUCH AS RADIO COMMUNICATION, CROSSWINDS, THE WEATHER, AND HIS REMAINING FUEL.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT IN COMMAND DID NOT USE THE AIRPLANE CHECKLIST. A FACTOR WAS HIS DIVERTED ATTENTION TO OTHER MISSION RELATED ACTIVITIES.

Findings

Occurrence #1: GEAR NOT RETRACTED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
 2. (F) DIVERTED ATTENTION - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WATER
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Factual Information

On August 2, 1993, at 1500 Alaska daylight time, an amphibious Cessna 208 airplane, N9526F, operated by MarkAir, Inc., nosed over after landing on the water with the wheels extended at Geographic Harbor, located about 75 miles west of Kodiak, Alaska. The commercial pilot, the sole occupant, sustained minor injuries, and the airplane was substantially damaged. The unscheduled domestic cargo flight, operating under 14 CFR Part 135, departed King Salmon, Alaska at 1426. Visual meteorological conditions existed, and a company VFR flight plan was filed.

During a telephone conversation with the pilot shortly after the accident, he stated that he "just failed to use and comply with the airplanes checklist to ensure that the wheels were retracted for the water landing". He further stated that he was very distracted and preoccupied with several other mission related activities.

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	09/18/1992
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	4000 hours (Total, all aircraft), 30 hours (Total, this make and model), 3900 hours (Pilot In Command, all aircraft), 106 hours (Last 90 days, all aircraft), 78 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N9526F
Model/Series:	208 208	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	20800085
Landing Gear Type:	Amphibian	Seats:	8
Date/Type of Last Inspection:	07/28/1993, Continuous Airworthiness	Certified Max Gross Wt.:	3800 lbs
Time Since Last Inspection:	8 Hours	Engines:	1 Turbo Prop
Airframe Total Time:	5993 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6-114
Registered Owner:	MARKAIR EXPRESS	Rated Power:	600 hp
Operator:	MARKAIR EXPRESS	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	HERA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 3000 ft agl	Visibility	25 Miles
Lowest Ceiling:	Broken / 7000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	60°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	16° C / 12° C
Precipitation and Obscuration:			
Departure Point:	KING SALMON, AK (AKN)	Type of Flight Plan Filed:	Company VFR
Destination:	GEOGRAPHIC HAR., AK	Type of Clearance:	None
Departure Time:	1426 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): ROY C DAW Report Date: 09/26/1994

Additional Participating Persons: MICHAEL W HINDS; ANCHORAGE, AK

Publish Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).