

10/22/21

Juneau

N754KP – Alaska Seaplanes

Alyssa Kocsis, PIC

The day started normally. I started work at 0700. I completed a preflight inspection and noticed no irregularities. I was assisted in loading the aircraft with baggage, mail and freight for Skagway, and I secured my load with cargo partitions. I loaded five passengers, completed before start and before taxi checklists. The aircraft taxied normally and I noticed no irregularities. I completed the before takeoff checklist including engine runup and controls check and was cleared for takeoff on Runway 8 from C intersection, our normal location. The wind was calm. I added power and during the takeoff roll to rotation speed the aircraft seemed to behave normally. Around rotation speed, the aircraft abruptly began to pull to the right strongly while I tried to compensate with left rudder, with limited response. The left rudder pedal felt limited. The aircraft was rapidly headed off the runway toward the float pond, and partially airborne. I believed that I was too fast to abort safely without crashing into the float pond, but while flight control authority was limited, I felt the aircraft was going fast enough to have sufficient flight control authority to bring the plane back toward a safer surface (toward the runway). I maintained a low flight path to avoid a stall, and I didn't want to actually begin a climb with an apparent control issue. Once back on a safer heading toward the runway, I pulled the fuel shutoff/feather lever as the plane impacted the ground. It slid to a stop and spun to the left, 180 degrees from the original direction of travel. I pulled the firewall shutoff knob and fuel shutoff knob, and turned off the master switch. All passengers exited the aircraft immediately, and moved a safe distance away on the grass. I confirmed that there were no injuries and called company dispatch. Airport personnel responded to the scene immediately, followed by my chief pilot. We confirmed that the aircraft was securely shut down and not at immediate risk of causing a fire with emergency response personnel in the vicinity. Company personnel transported the passengers away from the scene. I spoke with my chief pilot and others on site and went to wait in a company vehicle on the pond access road while airport and company personnel attended to the fuel leak and offloaded cargo. I provided a brief verbal statement to John Percy with the FAA.