



U.S. Department
of Transportation
**Federal Aviation
Administration**

Juneau Flight Standards Office

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Date: October 26, 2021

This statement documents an aircraft evaluation and records review conducted at Alaska Seaplanes located in Juneau, AK on N754KP a Cessna 208 Caravan involved in an accident on October 22, 2021. NTSB# ANC21LA003 by FAA Inspectors Mike Abrams and Kevin Pete.

We reviewed the records and the (AAIP) Aircraft Approved Inspection Program, to verify that the inspections of the Aileron and Rudder control systems were completed. We took photos and copies of Phase I & II inspection checklist which pertain to those systems. We checked and verified continuity of Aileron and Rudder control systems by means of pictures and videos.

1. Reviewed Phase 1, 2 of Alaska Seaplanes (AAIP) Aircraft Approved Inspection Program, That covers the Rudder, Aileron and Brake Control Systems. Inspections were completed on the above mentioned systems. (See pictures of Maintenance Records.)
2. Inspected Rudder Control System for Continuity. Rudder Control cabled had good continuity from the Rudder to the Rudder peddle control tubes. Cables had good Tension and were running in all Pulleys. Rudder was also hitting both stops. Steering Bungee was bent and rod end was broke at nose gear attach point. Damage happened on impact. Have good continuity on Rudder System. (See pictures of Rudder Control System.)
3. Inspected Aileron Control System for Continuity. Both R/H and L/H Aileron push pull tubes were attached from Aileron to bellcrank. Cables were also attached from outboard bellcrank to the Aileron control Yoke inside. Cables were running on all the pulleys. Have good continuity on Aileron System. (See pictures of Aileron Control System.)
4. Recovered R/H wheel and brake assembly. Hooked right brake assembly to a dead weight tester to simulate operation of the brake, Brake operated normally. Brake pad have a lot life left and brake caliper didn't show signs of leaking. No issues with the R/H brake. (See pictures of Brakes.)

Inspected L/H Wheel and Brake assembly. Found no issues with the L/H Wheel Assembly or the Brake Assembly. Brake pad have a lot life left and brake caliper didn't show signs of leaking. Wheel assembly ground a groove on gear leg were wheel attaches. I believe this happened on impact. Wasn't able to test the L/H brake with the

dead weight tester because the operator lost the brake caliper. In my opinion there wasn't any issues with the L/H brake. But I wish I could test the caliper to make sure.
(See pictures of Brakes)

I certify, to the best of my Knowledge and Recollection, the above statement is correct.

MICHAEL J ABRAMS Digitally signed by MICHAEL J ABRAMS
Date: 2022.02.03 10:32:53 -09'00'