



Department of the Interior Aviation Lessons Learned



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Subject: Aircraft Incident Lessons Learned

Area of Concern: All Aviation Activities

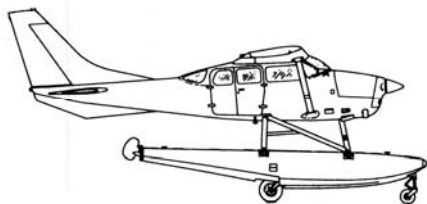
Distribution: All Aviation Users

Discussion: On May 24, 2008, the pilot of a Cessna 206, configured with amphibian floats, executed an aborted takeoff, but was unable to stop before running off the end of the runway. The aircraft was heavy; just 58 pounds below the maximum takeoff gross weight waiver limitation. In an attempt to expedite his takeoff for an inbound aircraft, the pilot became rushed and failed to complete the takeoff checklist. As a result, the pilot attempted a takeoff with the flaps in the up position. With approximately 1500 feet of runway remaining, the pilot determined it unsafe to continue the takeoff and initiated an abort. The aircraft came to a stop on the perimeter road approximately 550 feet past the end of the runway.

LESSONS LEARNED: The following lessons can be learned from this incident:

1. Runway behind you and sky above you are two things that are totally useless during an emergency. Always use the entire runway, especially when the aircraft is at maximum takeoff gross weight.
2. **Don't expedite a takeoff** if it means not giving yourself time to complete all applicable checklists. If you get interrupted when executing a checklist, stop and start over from the beginning.
3. **Always use a checklist.** Don't rely on your memory; it's too easy to forget or overlook an important step, especially when you get rushed.
4. **Know your aircraft's systems capabilities and limitations.** The brakes on an aircraft with amphibian floats at maximum takeoff gross weight will not be able to withstand full braking pressure and stop within 1200-1500 feet.
5. **Compute Go / No Go speeds and decision point for an aborted takeoff.** Don't wait until it's too late to make the decision to abort.

The aircrew in this incident were lucky. Had the aircraft continued just a few more feet, it would have been upside down in a very cold river. Have you reviewed your emergency escape procedures lately?



/s/ Robert Galloway
Robert Galloway
Aviation Safety Manager

