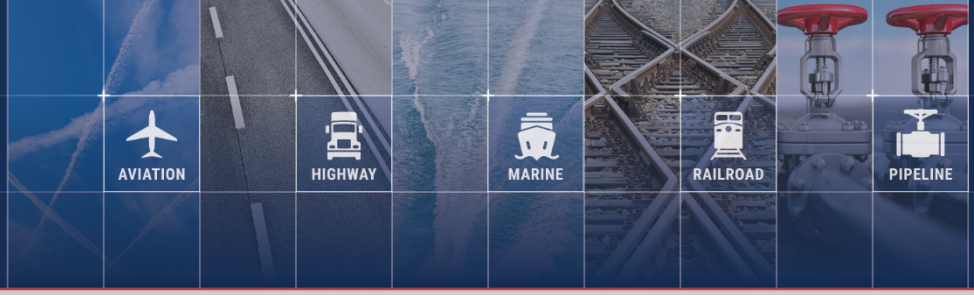

Aviation Investigation Factual Report

Location:	King Salmon, Alaska	**Accident Number:**	ANC23LA071
Date & Time:	September 4, 2023, 16:10 Local	**Registration:**	N193AL (A1); N97EL (A2)
Aircraft:	BELL HELICOPTER TEXTRON CANADA 206L-4 (A1); DEHAVILLAND DHC-2 (A2)	**Aircraft Damage:**	Substantial (A1); Minor (A2)
Defining Event:	Midair collision	**Injuries:**	1 Minor (A1); 7 None (A2)
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled (A1); Part 91: General aviation - Business (A2)		

Factual Information

On September 4, 2023, about 1610 Alaska daylight time, a DeHavilland DHC-2 float equipped-airplane, N97EL, and a Bell 206L-4 helicopter, N193AL, were involved in a midair collision near King Salmon, Alaska. The airplane sustained minor damage; the pilot and six passengers were not injured. The helicopter was substantially damaged; the pilot received minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 business flight. The helicopter was operated as a Title 14 *Code of Federal Regulations* Part 135 on-demand charter flight.

The airplane departed from the Brooks River about 1600 and flew north to the mouth of the American Creek on a return flight to a lodge on Enchanted Lake. The pilot broadcast a position report over the common traffic advisory frequency while crossing over the mouth of the American Creek and proceeded to fly along the right side of the creek at an estimated altitude of 800 ft mean sea level (msl). About five miles past the reported position, the pilot noticed the passenger sitting next to him looking across the cockpit to the left with a startled look. The pilot looked left and saw a flash of white. He never saw the helicopter before impact. The airplane was traveling at about 90 miles per hour (mph). The airplane was not equipped with ADS-B, nor was it required.

The helicopter departed from King Salmon Airport (PAKN) around 1600 en route to Homer, Alaska. The helicopter pilot reported that, after departure, he climbed the helicopter to about 1,000 ft above ground level (agl) and was flying direct to Homer Airport (PAHO). The helicopter was traveling about 115 mph.

As the helicopter passed under the airplane, the airplane's propeller made contact with the helicopter's tail boom and tail rotor drive system, which severed the entire tail rotor gearbox assembly from the tail boom. The helicopter subsequently entered a spinning, uncontrolled descent into the tundra and tree-covered terrain below. The airplane began to shake and vibrate violently. The airplane pilot then realized that the airplane had collided with another aircraft and he turned the airplane 180°. The right seat passenger reported to the pilot that a helicopter had hit the airplane and he saw the tail of the helicopter separate and the helicopter crash.

The airplane pilot broadcast the downed helicopter's location over the common traffic advisory frequency and began to direct other aircraft in the area towards the helicopter wreckage. The airplane pilot then made an emergency landing in a nearby river. The airplane sustained minor damage to the floats and propeller.

The helicopter pilot reported that he was monitoring the local traffic advisory frequency at the time of the accident. The helicopter was equipped with ADS-B in and out. The pilot was also using a Stratus that provided ADS-B data from other aircraft in the area on a moving map display on his tablet. He did not see any other aircraft along or near his route of flight on the display. He added that he never saw the airplane and was unaware that his helicopter had collided with the airplane until after the accident.

The nearest weather reporting station, located 34 nautical miles west of the accident site, reported 10 miles visibility with few clouds at 3,500 ft agl. Neither pilot reported any difficulty or restrictions with visibility.

Pilot Information (A1)

Certificate:	Commercial; Flight instructor	**Age:**	44,Male
Airplane Rating(s):	None	**Seat Occupied:**	Right
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	4-point
Instrument Rating(s):	Helicopter	**Second Pilot Present:**	No
Instructor Rating(s):	Instrument helicopter	**Toxicology Performed:**	
Medical Certification:	Class 1 Without waivers/limitations	**Last FAA Medical Exam:**	March 6, 2023
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	December 14, 2022
Flight Time:	2267 hours (Total, all aircraft), 435 hours (Total, this make and model), 2194 hours (Pilot In Command, all aircraft), 217 hours (Last 90 days, all aircraft), 79 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Pilot Information (A2)

Certificate:	Commercial	**Age:**	67,Male
Airplane Rating(s):	Single-engine land; Single-engine sea	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	3-point
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	
Medical Certification:	Class 2 With waivers/limitations	**Last FAA Medical Exam:**	April 11, 2023
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	December 1, 2023
Flight Time:	(Estimated) 6100 hours (Total, all aircraft), 5010 hours (Total, this make and model), 6100 hours (Pilot In Command, all aircraft), 210 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Passenger Information (A2)

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	3-point
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:			

Passenger Information (A2)

Certificate:		**Age:**	Male
Airplane Rating(s):		**Seat Occupied:**	Left
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:	UNK	**Last Flight Review or Equivalent:**	
Flight Time:			

Passenger Information (A2)

Certificate:		**Age:**	
Airplane Rating(s):		**Seat Occupied:**	Right
Other Aircraft Rating(s):		**Restraint Used:**	Lap only
Instrument Rating(s):		**Second Pilot Present:**	No
Instructor Rating(s):		**Toxicology Performed:**	
Medical Certification:		**Last FAA Medical Exam:**	
Occupational Pilot:		**Last Flight Review or Equivalent:**	
Flight Time:			

Passenger Information (A2)

Certificate:	**Age:**	
Airplane Rating(s):	**Seat Occupied:**	Right
Other Aircraft Rating(s):	**Restraint Used:**	Lap only
Instrument Rating(s):	**Second Pilot Present:**	No
Instructor Rating(s):	**Toxicology Performed:**	
Medical Certification:	**Last FAA Medical Exam:**	
Occupational Pilot:	**Last Flight Review or Equivalent:**	
Flight Time:		

Passenger Information (A2)

Certificate:	**Age:**	
Airplane Rating(s):	**Seat Occupied:**	Center
Other Aircraft Rating(s):	**Restraint Used:**	Lap only
Instrument Rating(s):	**Second Pilot Present:**	No
Instructor Rating(s):	**Toxicology Performed:**	
Medical Certification:	**Last FAA Medical Exam:**	
Occupational Pilot:	**Last Flight Review or Equivalent:**	
Flight Time:		

Passenger Information (A2)

Certificate:	**Age:**	
Airplane Rating(s):	**Seat Occupied:**	Left
Other Aircraft Rating(s):	**Restraint Used:**	Lap only
Instrument Rating(s):	**Second Pilot Present:**	No
Instructor Rating(s):	**Toxicology Performed:**	
Medical Certification:	**Last FAA Medical Exam:**	
Occupational Pilot:	**Last Flight Review or Equivalent:**	
Flight Time:		

Aircraft and Owner/Operator Information (A1)

Aircraft Make:	BELL HELICOPTER TEXTRON CANADA	**Registration:**	N193AL
Model/Series:	206L-4	**Aircraft Category:**	Helicopter
Year of Manufacture:	2006	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	52344
Landing Gear Type:	High skid	**Seats:**	7
Date/Type of Last Inspection:	September 3, 2023 AAIP	**Certified Max Gross Wt.:**	4550 lbs
Time Since Last Inspection:	30 Hrs	**Engines:**	1 Turbo shaft
Airframe Total Time:	9677.1 Hrs as of last inspection	**Engine Manufacturer:**	ROLLS-ROYC
ELT:	C126 installed, activated, aided in locating accident	**Engine Model/Series:**	250-C30P
Registered Owner:	BLADE LEASING LLC	**Rated Power:**	650 Horsepower
Operator:	Maritime Helicopters	**Operating Certificate(s) Held:**	Rotorcraft external load (133), Commuter air carrier (135), On-demand air taxi (135), Agricultural aircraft (137)

Aircraft and Owner/Operator Information (A2)

Aircraft Make:	DEHAVILLAND	**Registration:**	N97EL
Model/Series:	DHC-2	**Aircraft Category:**	Airplane
Year of Manufacture:	1958	**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1345
Landing Gear Type:	Float	**Seats:**	8
Date/Type of Last Inspection:	March 27, 2023 Annual	**Certified Max Gross Wt.:**	5100 lbs
Time Since Last Inspection:	110 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	19087.6 Hrs at time of accident	**Engine Manufacturer:**	P&W
ELT:	C126 installed, not activated	**Engine Model/Series:**	R-985 SERIES
Registered Owner:	ALASKAS ENCHANTED LAKE LODGE INC	**Rated Power:**	450 Horsepower
Operator:	ALASKAS ENCHANTED LAKE LODGE INC	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PAKN,66 ft msl	**Distance from Accident Site:**	34 Nautical Miles
Observation Time:	16:54 Local	**Direction from Accident Site:**	249°
Lowest Cloud Condition:	Few / 3500 ft AGL	**Visibility**	10 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	6 knots /	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	260°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	30.06 inches Hg	**Temperature/Dew Point:**	15°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	King Salmon, AK (PAKN) (A1); Katmai National Park, AK (NONE) (A2)	**Type of Flight Plan Filed:**	Company VFR (A1); None (A2)
Destination:	Homer, AK (PAHO) (A1); Katmai National Park, AK (none) (A2)	**Type of Clearance:**	None (A1); None (A2)
Departure Time:	15:50 Local (A1); 16:00 Local (A2)	**Type of Airspace:**	Class G (A1); Class E (A2)

Wreckage and Impact Information (A1)

Crew Injuries:	1 Minor	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	1 Minor	**Latitude, Longitude:**	58.945431,-155.56252

Wreckage and Impact Information (A2)

Crew Injuries:	1 None	**Aircraft Damage:**	Minor
Passenger Injuries:	6 None	**Aircraft Fire:**	None
Ground Injuries:		**Aircraft Explosion:**	None
Total Injuries:	7 None	**Latitude, Longitude:**	58.945431,-155.56252

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Mitch DeRemer; FAA; Anchorage, AK
Report Date:	
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=193005