



# Aviation Investigation Final Report

<b>Location:</b>	Anchorage, Alaska	<b>Accident Number:</b>	ANC22LA063
<b>Date &amp; Time:</b>	July 26, 2022, 09:15 Local	<b>Registration:</b>	N9776R
<b>Aircraft:</b>	De Havilland DHC2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	2 Serious, 4 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled - Sightseeing		

## Analysis

The pilot reported that, he was departing in the float-equipped airplane in strong gusty wind conditions. After accelerating on the water for about 3 seconds, the airplane suddenly became airborne and crabbed into the wind about 60° to 90° from the intended takeoff path and started to climb as it continued to track away from the intended flight path. As the climb continued, the airplane stalled and impacted the water in a nose low attitude which resulted in substantial damage to the wings and fuselage. The pilot reported that there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot’s failure to maintain directional control during takeoff in gusting wind conditions which resulted in the wing exceeding its critical angle of attack, a loss of control and impact with the water.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Environmental issues</b>	Gusts - Response/compensation

## Factual Information

### History of Flight

<b>Initial climb</b>	Aerodynamic stall/spin (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	41, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 28, 2021
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	May 18, 2022
<b>Flight Time:</b>	1709 hours (Total, all aircraft), 142 hours (Total, this make and model), 1623 hours (Pilot In Command, all aircraft), 251 hours (Last 90 days, all aircraft), 94 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	De Havilland	<b>Registration:</b>	N9776R
<b>Model/Series:</b>	DHC2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1957	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1126
<b>Landing Gear Type:</b>	Tailwheel; Float	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	July 25, 2022 100 hour	<b>Certified Max Gross Wt.:</b>	5600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	16072.7 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R985 AN 14-B
<b>Registered Owner:</b>	Northstar Holdings LLC	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	Alaska Skyways Inc	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	Regal Air	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PALH,82 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	09:53 Local	<b>Direction from Accident Site:</b>	227°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 16 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	200°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.2 inches Hg	<b>Temperature/Dew Point:</b>	13°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Anchorage, AK	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	King Salmon, AK	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	LAKE HOOD LHD	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	79 ft msl	<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	14	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5400 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 Serious, 3 Minor, 1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious, 4 Minor, 1 None	<b>Latitude, Longitude:</b>	61.179673,-149.96348

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Banning, David
<b>Additional Participating Persons:</b>	Michael Marratt; Federal Aviation Administration ; Anchorage, AK
<b>Original Publish Date:</b>	December 2, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=105639">https://data.ntsb.gov/Docket?ProjectID=105639</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).