



Aviation Investigation Final Report

Location:	Egegik, Alaska	Accident Number:	ANC22LA078
Date & Time:	September 18, 2022, 18:30 Local	Registration:	N24BR
Aircraft:	DEHAVILLAND DHC-2	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	2 Minor, 1 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The pilot was departing from a lake in a float-equipped airplane with passengers and hunting gear. He stated that the departure plan was to get the airplane on step into the wind, and then turn lengthwise and depart with a crosswind. During the takeoff run, the airplane “used a fair amount of water on step” before a gust of wind lifted the right wing. In an effort to correct for the gust, the pilot lowered the wing and added power, but the airplane was too close to the bank of the lake, which resulted in an impact with terrain and substantial damage to the fuselage, right wing and tail. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation. In the recommendation section of NTSB Form 6120.1, the pilot stated that a step turn departure may have been more appropriate.

Probable Cause and Findings

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

The pilot’s loss of control during takeoff in gusting wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Contributed to outcome

Factual Information

History of Flight

Takeoff	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	59, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
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:	May 2, 2022
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 23, 2022
Flight Time:	8600 hours (Total, all aircraft), 1900 hours (Total, this make and model), 8350 hours (Pilot In Command, all aircraft), 257 hours (Last 90 days, all aircraft), 123 hours (Last 30 days, all aircraft), 5.5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N24BR
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:	1953	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	644
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	September 9, 2022 100 hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	20112.3 Hrs as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	R-985-AN14B
Registered Owner:	RIVER FRONT AKN LLC	Rated Power:	450 Horsepower
Operator:	Branch River Air Service Inc.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	Branch River Air	Operator Designator Code:	EQWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	18:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	10 miles
Lowest Ceiling:	Overcast / 1000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10°C
Precipitation and Obscuration:	Light - None - Drizzle		
Departure Point:	Egegik, AK	Type of Flight Plan Filed:	Company VFR
Destination:	King Salmon, AK (PAKN)	Type of Clearance:	VFR
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 1 None	Latitude, Longitude:	57.872361,-155.82937

Administrative Information

Investigator In Charge (IIC):	Kemner, Heidi
Additional Participating Persons:	Bradley Sapp; FAA/FSDO; Anchorage, AK
Original Publish Date:	December 15, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=105976

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](#).