



Aviation Investigation Final Report

Location:	OAK ISLAND, Minnesota	Accident Number:	CHI91LA128
Date & Time:	April 9, 1991, 17:00 Local	Registration:	N9028
Aircraft:	DE HAVILLAND BEAVER U-6A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE PILOT SAID THAT WHILE TAXIING TO A BOAT DOCK, AFTER LANDING ON A FROZEN LAKE, THE RIGHT MAIN LANDING GEAR BROKE THROUGH THE ICE. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE TO THE RIGHT WING AND RIGHT WING LIFT STRUT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: UNSUITABLE TERRAIN WAS SELECTED BY THE PILOT. A FACTOR RELATED TO THE ACCIDENT WAS THE TERRAIN/RUNWAY WAS COMPOSED OF WEAK ICE.

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) TERRAIN CONDITION - WEAK ICE
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	34, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 10, 1990
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	3332 hours (Total, all aircraft), 887 hours (Total, this make and model), 3192 hours (Pilot In Command, all aircraft), 142 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DE HAVILLAND	Registration:	N9028
Model/Series:	BEAVER U-6A BEAVER U-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	803
Landing Gear Type:	Tailwheel	Seats:	8
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:	0 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-AN1
Registered Owner:		Rated Power:	450 Horsepower
Operator:	BAUDETTE FLYING SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	INL ,1184 ft msl	Distance from Accident Site:	80 Nautical Miles
Observation Time:	15:50 Local	Direction from Accident Site:	110°
Lowest Cloud Condition:	Scattered / 13000 ft AGL	Visibility	15 miles
Lowest Ceiling:	Overcast / 25000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-18°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BAUDETTE , MN (BDE)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	

Airport Information

Airport:	UNK	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	49.309356,-94.839385(est)

Administrative Information

Investigator In Charge (IIC):	Hruban, John
Additional Participating Persons:	RICK SHEARMAN; MINNEAPOLIS , MN
Original Publish Date:	January 25, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=15039

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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](#).