



# **Aviation Investigation Final Report**

Location: Point Baker, Alaska Accident Number: ANC23LA057

Date & Time: July 25, 2023, 16:30 Local Registration: N6782L

Aircraft: DEHAVILLAND DHC-2 MK. I(L20A) Aircraft Damage: Substantial

**Defining Event:** Loss of control on ground **Injuries:** 1 None

Flight Conducted Under: Part 91: General aviation - Business

#### **Analysis**

The pilot reported that during takeoff in a float-equipped airplane, with left quartering tailwind, a gust of wind resulted in a loss of directional control. He aborted the takeoff but was unable to regain control and the left wing impacted a pole which rotated the airplane to the left and the right wing struck a boat. The airplane sustained substantial damage to both wings. The pilot reported that there were no pre-accident mechanical failures or malfunctions with the airplane 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 with a quartering tailwind.

#### **Findings**

Personnel issues Aircraft control - Pilot

Aircraft Directional control - Not attained/maintained

**Environmental issues** Tailwind - Effect on operation

# **Factual Information**

# **History of Flight**

| Takeoff                  | Other weather encounter                    |  |
|--------------------------|--|--|
| Takeoff                  | Loss of control on ground (Defining event) |  |
| Takeoff                  | Attempted remediation/recovery             |  |
| Takeoff-rejected takeoff | Collision during takeoff/land              |  |

### **Pilot Information**

| Certificate:              | Airline transport; Flight instructor                               | Age:                               | 28,Male      |
|---------------------------|--|------------------------------------|--------------|
| Airplane Rating(s):       | Single-engine land; Single-engine sea; Multi-engine land           | Seat Occupied:                     | Left         |
| Other Aircraft Rating(s): | None   | Restraint Used:                    | 3-point      |
| Instrument Rating(s):     | Airplane   | Second Pilot Present:              | No           |
| Instructor Rating(s):     | Airplane multi-engine; Airplane single-engine; Instrument airplane | Toxicology Performed:              |              |
| Medical Certification:    | Class 1 With waivers/limitations                                   | Last FAA Medical Exam:             | May 23, 2023 |
| Occupational Pilot:       | Yes  | Last Flight Review or Equivalent:  | May 9, 2023  |
| Flight Time:              | 4200 hours (Total, all aircraft), 1100                             | hours (Total, this make and model) |              |

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### **Aircraft and Owner/Operator Information**

| Aircraft Make:                | DEHAVILLAND                   | Registration:                     | N6782L                   |
|-------------------------------|-------------------------------|-----------------------------------|--------------------------|
| Model/Series:                 | DHC-2 MK. I(L20A)             | Aircraft Category:                | Airplane                 |
| Year of Manufacture:          | 1955                          | Amateur Built:                    |                          |
| Airworthiness Certificate:    | Normal                        | Serial Number:                    | 820                      |
| Landing Gear Type:            | Float                         | Seats:                            | 8                        |
| Date/Type of Last Inspection: |                               | Certified Max Gross Wt.:          |                          |
| Time Since Last Inspection:   |                               | Engines:                          | 1 Reciprocating          |
| Airframe Total Time:          |                               | Engine Manufacturer:              | Pratt & Whitney          |
| ELT:                          | C126 installed, not activated | Engine Model/Series:              | R985                     |
| Registered Owner:             | SEAWIND AVIATION INC          | Rated Power:                      | 450 Horsepower           |
| Operator:                     | SEAWIND AVIATION INC          | Operating Certificate(s)<br>Held: | On-demand air taxi (135) |
|                               |                               |                                   |                          |

# Meteorological Information and Flight Plan

| Conditions at Accident Site:     | Visual (VMC)                     | Condition of Light:                  | Day               |
|----------------------------------|----------------------------------|--------------------------------------|-------------------|
| Observation Facility, Elevation: | APG,107 ft msl                   | Distance from Accident Site:         | 35 Nautical Miles |
| Observation Time:                | 15:56 Local                      | Direction from Accident Site:        | 39°               |
| <b>Lowest Cloud Condition:</b>   |                                  | Visibility                           | 10 miles          |
| Lowest Ceiling:                  | Broken / 4600 ft AGL             | Visibility (RVR):                    |                   |
| Wind Speed/Gusts:                | 4 knots /                        | Turbulence Type<br>Forecast/Actual:  | /                 |
| Wind Direction:                  | 90°                              | Turbulence Severity Forecast/Actual: | /                 |
| Altimeter Setting:               | 30.02 inches Hg                  | Temperature/Dew Point:               | 18°C / 13°C       |
| Precipitation and Obscuration:   | No Obscuration; No Precipitation |                                      |                   |
| Departure Point:                 | Point Baker, AK                  | Type of Flight Plan Filed:           |                   |
| Destination:                     | Point Baker, AK                  | Type of Clearance:                   | None              |
| Departure Time:                  |                                  | Type of Airspace:                    | Class G           |
|                                  |                                  |                                      |                   |

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# **Wreckage and Impact Information**

| Crew Injuries:         | 1 None | Aircraft Damage:        | Substantial              |
|------------------------|--------|-------------------------|--------------------------|
| Passenger<br>Injuries: |        | Aircraft Fire:          | None                     |
| Ground Injuries:       |        | Aircraft Explosion:     | None                     |
| Total Injuries:        | 1 None | Latitude,<br>Longitude: | 56.35186,-133.62258(est) |

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#### **Administrative Information**

| Investigator In Charge (IIC):        | Hill, Millicent  |
|--------------------------------------|--|
| Additional Participating<br>Persons: | Daniel McMillan; FAA/FSDO; Juneau, AK                  |
| Original Publish Date:               | February 1, 2024                                       |
| Last Revision Date:                  |  |
| Investigation Class:                 | Class 4  |
| Note:                                | The NTSB did not travel to the scene of this accident. |
| Investigation Docket:                | https://data.ntsb.gov/Docket?ProjectID=192719          |

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.

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