



Aviation Investigation Final Report

Location:	NONDALTON, Alaska	Accident Number:	ANC94LA079
Date & Time:	July 9, 1994, 12:15 Local	Registration:	N2297R
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	6 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

A COMMERCIAL PILOT TRANSPORTING A GAME GUIDE AND HIS CLIENTS ATTEMPTED A TAKEOFF IN CHOPPY WATER WITH VARIABLE DIRECTION GUSTY WINDS. DURING THE TAKEOFF, A GUST OF WIND LIFTED THE RIGHT WING CAUSING THE LEFT WING TO CONTACT THE WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADEQUATE COMPENSATION FOR THE WIND CONDITION. A FACTOR IN THE ACCIDENT WAS THE GUSTY WIND CONDITION.

Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
2. (F) WEATHER CONDITION - GUSTS

Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: TAKEOFF - ROLL/RUN

Factual Information

On July 09, 1994, at 1215 Alaska daylight time, a float equipped deHavilland DHC-2 airplane, N2297R, operated by Air Adventures of Kenai, Alaska, crashed during takeoff from Alexi Lake, located approximately 5 miles east of Nondalton, Alaska. The commercial certificated pilot-in-command and his five revenue passengers were not injured and the airplane sustained substantial damage. The on demand air taxi VFR flight was being conducted under 14 CFR Part 135, for the purpose of transporting a game guide and his clients to Nikiski, Alaska. Visual meteorological conditions existed and a company VFR flight plan was in effect.

During a telephone interview with the NTSB investigator-in-charge on July 11, 1994, the pilot said that he was making a south takeoff in rain (drizzle) with the wind blowing from 180 degrees at 25 knots with gust to 35 knots. As the plane came over the hump onto the step, he decided that the waves were too big so he altered the direction of the takeoff run to the east. The flight subsequently encountered a strong wind from the southeast. A gust of wind lifted the right wing forcing the left wing tip and left elevator into the water.

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	July 20, 1993
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4418 hours (Total, all aircraft), 600 hours (Total, this make and model), 4253 hours (Pilot In Command, all aircraft), 136 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N2297R
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	742537930
Landing Gear Type:	Float	Seats:	7
Date/Type of Last Inspection:	May 15, 1994 Annual	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-14B
Registered Owner:	MCBRIDE, MICHAEL S.	Rated Power:	450 Horsepower
Operator:	MCBRIDE, MICHAEL S.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	AIR ADVENTURES , INC.	Operator Designator Code:	QMBC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 2500 ft AGL	Visibility	25 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7°C / 8°C
Precipitation and Obscuration:	Light - None - Rain		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	KENAI , AK	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	5 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	6 None	Latitude, Longitude:	59.95914,-154.870208(est)

Administrative Information

Investigator In Charge (IIC):	Borson, Timothy
Additional Participating Persons:	SPENCER K HILL; ANCHORAGE , AK
Original Publish Date:	January 25, 1995
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=2520

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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](#).