



Aviation Investigation Final Report

Location:	KENAI, Alaska	Accident Number:	ANC94LA082
Date & Time:	July 15, 1994, 23:25 Local	Registration:	N2297R
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

THE PILOT REPORTED THAT HE WAS IN A HURRY TO TAKEOFF BEFORE IT GOT DARK. HE BEGAN THE TAKEOFF WITH THE FLAPS RETRACTED BECAUSE HE DID NOT USE THE PLANE'S TAKEOFF CHECKLIST. HE RECOGNIZED HIS ERROR ABOUT THREE-FOURTHS INTO THE TAKEOFF RUN. HE REASONED THAT IT WAS SAFER TO ATTEMPT TO EXTEND THE FLAPS AND CONTINUE WITH THE TAKEOFF RATHER THAN ABORT. THE PLANE OVERRAN THE SHORELINE AND COLLIDED WITH TREES A SHORT DISTANCE BEYOND. THE PLANE'S CHECKLIST WAS LOCATED ON THE FLIGHT CONTROL YOKE DIRECTLY IN FRONT OF THE PILOT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT DID NOT USE THE TAKEOFF CHECKLIST TO CONFIRM THAT THE FLAPS WERE EXTENDED FOR THE TAKEOFF.

Findings

Occurrence #1: OVERRUN
Phase of Operation: TAKEOFF - ROLL/RUN

- Findings
1. (C) CHECKLIST - NOT USED - PILOT IN COMMAND
 2. (C) LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND

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

Findings

3. OBJECT - TREE(S)

Factual Information

On July 15, 1994, at 2325 Alaska daylight time, a float equipped deHavilland DHC-2 airplane, N2297R, owned and operated by Air Adventures, Inc. of Kenai, Alaska, crashed during takeoff from the Kustatan slough, approximately 19 miles west of Kenai, Alaska. The commercial certificated pilot-in-command and two company employees, the sole occupants, were not injured, and the airplane sustained substantial damage. The business flight was conducted under 14 CFR Part 91 for the purpose of surveying potential fishing areas for clients. Visual meteorological conditions prevailed and a company VFR flight plan was in effect.

During a telephone interview on the morning of July 16, 1994, the pilot told the NTSB investigator-in-charge that he forgot to extend the plane's wing flaps prior to commencing the takeoff from the slough. The pilot said that he had about a 10 minute taxi and was in a bit of a rush to leave the area before dark. It wasn't until the flight was about 75% into the takeoff run and the plane showed no sign of wanting to fly that he became alerted to the fact that the flaps were up. At this point, he reasoned that it was safer to pump the flaps down and continue the takeoff rather than abort. The plane overran the shoreline and collided with trees a short distance beyond. The pilot said that the checklist for the plane was located directly in front of him on the flight control yoke.

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 15, 1994
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	4432 hours (Total, all aircraft), 1170 hours (Total, this make and model), 4267 hours (Pilot In Command, all aircraft), 146 hours (Last 90 days, all aircraft), 113 hours (Last 30 days, all aircraft), 5 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:	742
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:	96 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	5000 Hrs	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:	Clear	Visibility	50 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	23:10 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	
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:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	60.660182,-150.900955(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=2522

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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](#).