



# Aviation Investigation Final Report

<b>Location:</b>	KODIAK, Alaska	<b>Accident Number:</b>	ANC96LA168
<b>Date &amp; Time:</b>	September 28, 1996, 16:15 Local	<b>Registration:</b>	N94DG
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Positioning		

## Analysis

The pilot, the sole occupant, was positioning the float equipped airplane to pick up several passengers from a remote lagoon. After landing, he was step taxiing with the flaps extended. The airplane encountered a strong quartering gust of wind on the left front, which lifted the left wing. The right wing then struck the water, damaging the leading edge of the wingtip, the upper surface of the wing, and the auxiliary fuel tank.

## 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 wind conditions. The gusty wind was a related factor.

## Findings

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

### Findings

1. (F) WEATHER CONDITION - GUSTS
  2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
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Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: TAXI - FROM LANDING



## Factual Information

On September 28, 1996, about 1615 Alaska daylight time, a float equipped deHavilland DHC-2, N94DG, crashed while taxiing after landing in Karluk Lagoon, about 67 miles west of Kodiak, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country positioning flight under Title 14 CFR Part 91 when the accident occurred. The airplane, operated by Wilderness Air Inc., Kodiak, sustained substantial damage. The certificated airline transport pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect.

The operator reported that the pilot was positioning the airplane to pickup several passengers. After landing, the pilot was step taxiing with the flaps extended. The pilot indicated that a strong quartering gust of wind struck the airplane from the left front and lifted the left wing. The right wing then struck the water, damaging the leading edge of the wingtip, the upper surface of the wing, and the auxiliary fuel tank.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Balloon; Glider; Helicopter	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	March 21, 1996
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19200 hours (Total, all aircraft), 650 hours (Total, this make and model), 18200 hours (Pilot In Command, all aircraft), 344 hours (Last 90 days, all aircraft), 70 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N94DG
<b>Model/Series:</b>	DHC-2 DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	907
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	September 21, 1996 100 hour	<b>Certified Max Gross Wt.:</b>	5090 lbs
<b>Time Since Last Inspection:</b>	7 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	10225 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985-14
<b>Registered Owner:</b>	AIRCRAFT MARKETING AND LEASING	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	WILDERNESS AIR INC.	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	DP7C

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	50 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 25 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	325°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	, AK (9Z4 )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	00:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	0	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	57.789306,-152.399658(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	MIKE DOLSON; ANCHORAGE , AK
<b>Original Publish Date:</b>	March 31, 1998
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=2914">https://data.ntsb.gov/Docket?ProjectID=2914</a>

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