



Aviation Investigation Final Report

Location:	SHOAL COVE, Alaska	Accident Number:	SEA87LA044
Date & Time:	January 8, 1987, 13:36 Local	Registration:	N1018H
Aircraft:	de Havilland BEAVER DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE DHC-2 AIR TAXI ACFT HAD LANDED AT SHOAL COVE, AK AND WAS STEP TAXIING TO TH FLOAT PLANE DOCK. DURING THE TAXI THE ACFTS LEFT WING CONTACTED A WIRE CABLE ATTACHED TO AN 'A' FRAME ACROSS THE PATH OF THE ACFT. THE CABLE HAD BEEN PUT UP THE DAY BEFORE AND WAS NOT MARKED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

Findings

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

Findings

1. (F) AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE
2. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
3. (C) VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
4. (C) UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - OTHER PERSON

Factual Information

Pilot Information

Certificate:	Commercial	Age:	39, 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):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	May 1, 1986
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8300 hours (Total, all aircraft), 8300 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N1018H
Model/Series:	BEAVER DHC-2 BEAVER DHC	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	732
Landing Gear Type:	Amphibian	Seats:	7
Date/Type of Last Inspection:	September 1, 1986 100 hour	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	63 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9448 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R985SB3
Registered Owner:	FOSTER GOODRICH	Rated Power:	400 Horsepower
Operator:	FOSTER GOODRICH	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:	TAQUAN AIR SERVICE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KTN ,20 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	13:58 Local	Direction from Accident Site:	220°
Lowest Cloud Condition:	Unknown	Visibility	6 miles
Lowest Ceiling:	Overcast / 1600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	26 knots / 40 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	130°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	4°C / 2°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	KETCHIKAN , AK (KTN)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	13:20 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-calm
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	55.140094,-131.490798(est)

Administrative Information

Investigator In Charge (IIC):	Stripling, Wallace
Additional Participating Persons:	JOHN STEVENSON; JUNEAU , AK
Original Publish Date:	April 25, 1988
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=40581

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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](#).