



Aviation Investigation Final Report

Location:	BARROW, Alaska	Accident Number:	ANC83LA158
Date & Time:	September 1, 1983, 14:15 Local	Registration:	N5147G
Aircraft:	de Havilland DHC-2, MK-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE ACFT COLLIDED WITH A DITCH DURING LANDING. THE SANDBAR USED FOR LANDING HAD A LIGHT COVERING OF SNOW AND A DITCH WAS OBSCURED BY THE SNOW. DURING LANDING ROLLOUT THE ACFT COLLIDED WITH THE DITCH AND ONE OF THE MAIN LANDING GEAR COLLAPSED. NO MECHANICAL MALFUNCTIONS WERE INVOLVED IN THIS ACCIDENT.

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: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - NOT IDENTIFIED - PILOT IN COMMAND
 3. (C) INFORMATION INSUFFICIENT - PILOT IN COMMAND
 4. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 5. (F) TERRAIN CONDITION - DITCH
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Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	43, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	July 19, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5448 hours (Total, all aircraft), 38 hours (Total, this make and model), 5053 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N5147G
Model/Series:	DHC-2, MK-1 DHC-2, MK-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	373FM187L
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	September 27, 1982 100 hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	79 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	7138 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R985-AN14B
Registered Owner:	CAPE SMYTHE AIR SERVICE, INC.	Rated Power:	
Operator:		Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	

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	Visibility	10 miles
Lowest Ceiling:	Broken / 1500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4°C
Precipitation and Obscuration:	N/A - Blowing - Snow		
Departure Point:	BARROW , AK (BRW)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	11:56 Local	Type of Airspace:	Class G

Airport Information

Airport:	UMIAT UMT	Runway Surface Type:	Gravel;Snow
Airport Elevation:	500 ft msl	Runway Surface Condition:	Snow
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	71.279472,-156.779556(est)

Administrative Information

Investigator In Charge (IIC): Mickle, Ronald

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4161>

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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](#).