



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | BLAKELY ISLAND, Washington           | <b>Accident Number:</b> | SEA95LA202  |
| <b>Date &amp; Time:</b>        | September 2, 1995, 11:25 Local       | <b>Registration:</b>    | N62SJ       |
| <b>Aircraft:</b>               | de Havilland DHC-2                   | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         |                                      | <b>Injuries:</b>        | 2 Minor     |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

THE PILOT REPORTED THAT DURING THE WATER TAKEOFF THE WINDS CHANGED FROM A HEADWIND TO A QUARTERING TAILWIND. ONE FLOAT DUG INTO THE WATER, AND THE AIRCRAFT TURNED TOWARD THE SHORE. THE PILOT WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT IMPACTED THE SHORELINE.

## 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 DURING TAKEOFF. A FACTOR WAS THE SUDDEN CHANGE IN WIND DIRECTION.

## Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER  
Phase of Operation: TAKEOFF - ROLL/RUN

### Findings

1. (F) WEATHER CONDITION - SUDDEN WINDSHIFT
2. (F) WEATHER CONDITION - TAILWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

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

Findings

4. TERRAIN CONDITION - GROUND

## Factual Information

On September 2, 1995, approximately 1125 Pacific daylight time, a float-equipped DeHavilland DHC-2, N62SJ, collided with the shoreline while attempting a takeoff near Blakely Island, Washington. The airline transport pilot and his passenger received minor injuries, and the aircraft sustained substantial damage. The personal pleasure flight, which was departing for an undetermined destination, was being operated in visual meteorological conditions at the time of the accident. No flight plan had been filed. The pilot reported that the ELT activated but it did not assist in locating the accident.

According to the FAA inspector who talked with the pilot, the pilot was beginning the takeoff run when he experienced a headwind which suddenly switched to a quartering tailwind. When the wind direction changed, one of the aircraft's floats dug into the water, and the aircraft turned toward the shore. The pilot was not able to stop the aircraft before it impacted the shoreline.

### Pilot Information

|                                  |   |  |                 |
|----------------------------------|---|--|-----------------|
| <b>Certificate:</b>              | Airline transport; Flight instructor  | <b>Age:</b>                              | 53, 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> | None  | <b>Restraint Used:</b>                   |                 |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No              |
| <b>Instructor Rating(s):</b>     | Airplane multi-engine; Airplane single-engine   | <b>Toxicology Performed:</b>             | No              |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last FAA Medical Exam:</b>            | January 6, 1995 |
| <b>Occupational Pilot:</b>       | Yes   | <b>Last Flight Review or Equivalent:</b> |                 |
| <b>Flight Time:</b>              | 7763 hours (Total, all aircraft), 335 hours (Total, this make and model), 7010 hours (Pilot In Command, all aircraft), 64 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft) |  |                 |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                 |
|--------------------------------------|--|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | de Havilland   | <b>Registration:</b>                  | N62SJ           |
| <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>                 | 710             |
| <b>Landing Gear Type:</b>            | Float  | <b>Seats:</b>                         | 8               |
| <b>Date/Type of Last Inspection:</b> | August 8, 1995 Annual                                  | <b>Certified Max Gross Wt.:</b>       | 5370 lbs        |
| <b>Time Since Last Inspection:</b>   | 22 Hrs   | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          |  | <b>Engine Manufacturer:</b>           | P&W             |
| <b>ELT:</b>                          | Installed, activated, did not aid in locating accident | <b>Engine Model/Series:</b>           | R-985-148BA     |
| <b>Registered Owner:</b>             | GROUP 3 AIRCRAFT INC                                   | <b>Rated Power:</b>                   | 450 Horsepower  |
| <b>Operator:</b>                     | SHERMAN, BILL  | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    | GROUP III AIRCRAFT, INC.                               | <b>Operator Designator Code:</b>      |                 |

## 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>                | 5 knots /                        | <b>Turbulence Type Forecast/Actual:</b>     | /        |
| <b>Wind Direction:</b>                  | 30°                              | <b>Turbulence Severity Forecast/Actual:</b> | /        |
| <b>Altimeter Setting:</b>               |                                  | <b>Temperature/Dew Point:</b>               | 16°C     |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |          |
| <b>Departure Point:</b>                 |                                  | <b>Type of Flight Plan Filed:</b>           | None     |
| <b>Destination:</b>                     | LAKE SAMMAMISH , WA              | <b>Type of Clearance:</b>                   |          |
| <b>Departure Time:</b>                  | 11:25 Local                      | <b>Type of Airspace:</b>                    |          |

## 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>     | None |

## Wreckage and Impact Information

|                            |         |                             |                            |
|----------------------------|---------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 Minor | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> | 1 Minor | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A     | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 Minor | <b>Latitude, Longitude:</b> | 48.560741,-122.799171(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Anderson, Orrin   |
| <b>Additional Participating Persons:</b> | SARAH MOYE; RENTON , WA   |
| <b>Original Publish Date:</b>            | February 14, 1996   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.nts.gov/Docket?ProjectID=42238">https://data.nts.gov/Docket?ProjectID=42238</a> |

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).