



Aviation Investigation Final Report

Location:	KING SALMON, Alaska	Accident Number:	ANC00LA098
Date & Time:	July 26, 2000, 14:15 Local	Registration:	N444EF
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation		

Analysis

The pilot was departing a river in a float equipped airplane. Two branches of another river were flowing from the right, into the main channel used by the pilot for departure. A left crosswind was blowing between 10 to 20 knots. During the takeoff run toward the north, the pilot began to lower the nose of the airplane to get 'on-step.' He raised the water rudders and the airplane veered to the left. He said the left crosswind, and strong river current from the right produced the left turn. He then aborted the takeoff. The airplane did not get airborne, and collided with trees along the left bank of the river in an area of shallow water.

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 crosswind conditions.

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

1. TERRAIN CONDITION - WATER
2. (F) WEATHER CONDITION - CROSSWIND
3. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - ABORTED

Findings

4. OBJECT - TREE(S)

Factual Information

On July 26, 2000, about 1415 Alaska daylight time, a float equipped deHavilland DHC-2 airplane, N444EF, sustained substantial damage during takeoff from a fishing lodge, about 20 miles north of King Salmon, Alaska, about latitude 59 degree, 01 minutes north, and longitude 156 degrees, 48 minutes west. The airplane was being operated as a visual flight rules (VFR) cross-country business flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Katmai Pro Shop Inc., King Salmon. The commercial certificated pilot, and the four passengers, were not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect.

On August 11, 2000, the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) was notified that the airplane had been damaged. An inspection of the airplane on the same day in Anchorage, Alaska, revealed wing rib damage to the right wing tip, and damage to the outboard end of the left elevator. During a telephone conversation with the NTSB (IIC), on August 14, 2000, at 0800, the pilot reported that he was departing the Katmai Lodge which is located near the confluence of the Alagnak River, and the Kvichak River. The pilot was transporting lodge guests to King Salmon. The pilot said he began a takeoff run toward the north and had just begun to lower the nose on-step. He raised the water rudders and the airplane veered to the left. He said a left crosswind, and a strong river current from the right produced the left turn. He then aborted the takeoff. The airplane did not get airborne, and collided with trees along the bank of the river in an area of shallow water.

Pilot Information

Certificate:	Commercial	Age:	69, 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-w/ waivers/lim	Last FAA Medical Exam:	March 13, 2000
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	19754 hours (Total, all aircraft), 3550 hours (Total, this make and model), 19454 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N444EF
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	926
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	100 hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	KATMAI PRO SHOP INC.	Rated Power:	450 Horsepower
Operator:	KATMAI LODGE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	K4PC

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:	Scattered / 3900 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 7200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 20 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	315°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	Company VFR
Destination:	(AKN)	Type of Clearance:	None
Departure Time:	14:15 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:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	58.74945,-156.540817(est)

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	TOM NOBLE (FAA); ANCHORGE , AK
Original Publish Date:	July 2, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	The NTSB traveled to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=49982

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](#).