



Aviation Investigation Final Report

Location:	RUTH LAKE, Alaska	Accident Number:	ANC88LA137
Date & Time:	September 11, 1988, 16:00 Local	Registration:	N67207
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

THE AIR TAXI PILOT WAS ATTEMPTING TO LAND HIS FLOAT-EQUIPPED AIRPLANE ON A REMOTE MOUNTAIN LAKE IN GUSTY WIND CONDITIONS. HE STATED THAT HE TOUCHED DOWN WITH A TAILWIND COMPONENT OF APPROXIMATELY 5 KNOTS, BUT THAT THE TAILWIND INCREASED RAPIDLY DURING A GUST, CAUSING THE AIRPLANE TO DECELERATE MUCH LESS QUICKLY THAN HE HAD ANTICIPATED. THE AIRPLANE STRUCK THE BEACH WITH ENOUGH FORWARD VELOCITY TO CAUSE IT TO NOSE OVER.

Probable Cause and Findings

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

Findings

Occurrence #1: OVERRUN
Phase of Operation: LANDING - ROLL

Findings

1. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. (C) DISTANCE - MISJUDGED - PILOT IN COMMAND
 3. (F) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. (F) WEATHER CONDITION - TAILWIND
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Occurrence #2: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Glider; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	November 30, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	8900 hours (Total, all aircraft), 2700 hours (Total, this make and model), 6144 hours (Pilot In Command, all aircraft), 369 hours (Last 90 days, all aircraft), 127 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N67207
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	305
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	August 31, 1988 100 hour	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	60 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	8237 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	R-985-AN1
Registered Owner:	HARTLEY INC/BRANCH RIVER AIR	Rated Power:	450 Horsepower
Operator:	BRANCH RIVER AIR SERVICE	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	EQWC

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	20 miles
Lowest Ceiling:	Broken / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KING SALMON , AK (AKN)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	15:00 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

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Labelle, James

Additional Participating Persons:

Original Publish Date: August 8, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5078>

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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](#).