



# Aviation Investigation Final Report

<b>Location:</b>	LEVELOCK, Alaska	<b>Accident Number:</b>	ANC00LA069
<b>Date &amp; Time:</b>	June 13, 2000, 17:30 Local	<b>Registration:</b>	N7283
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot was taking off from a narrow river. He stated that he initially kept the water rudders extended during the downriver takeoff for steerage. He indicated that when the airplane came up on step, it swerved left toward the shallow water, and he did not have time to avoid striking the riverbank. He stated that the swerve was likely caused by a wind gust from the left, or dragging the left float on the shallow river bottom. Five of the six passengers aboard provided written statements to the NTSB. Three of the five reported the wind conditions were calm at the time of the accident. The remaining two passengers did not mention the wind conditions. All five of the passengers noted the airplane veered to the left, towards the riverbank, when the pilot diverted his attention and lowered his head to retract the water rudders.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain directional control during the takeoff run. A factor associated with the accident was the pilot's diverted attention while retracting the water rudders.

## Findings

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

### Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. (F) DIVERTED ATTENTION - PILOT IN COMMAND

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

Findings

3. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

## Factual Information

On June 13, 2000, about 1730 Alaska daylight time, a DeHavilland DHC-2 float equipped airplane, N7283, sustained substantial damage during takeoff from the American River, about 12 miles east of Levelock, Alaska, at 58 degrees, 56 minutes north latitude, 156 degrees, 36 minutes west longitude. The airline transport pilot, and the six passengers on board, received no injuries. The flight was conducted under 14 CFR Part 91 by Alaska Rainbow Lodge, Inc. Visual meteorological conditions prevailed at the time of the accident, and a company flight plan was filed.

The pilot told the NTSB investigator-in-charge (IIC), during a telephone interview on June 21, that there was a 15 knot gusting wind from about 080 degrees, and he was taking off heading about 140 degrees. He described the river as narrow, and shallow on the left side. He stated that he initially kept the water rudders extended during the downriver takeoff for steering. The pilot indicated that when the airplane came up on step, it swerved left toward the shallow water, and he did not have time to avoid striking the riverbank. He stated that the swerve was likely caused by a wind gust from the left, or dragging the left float on the shallow river bottom. The airplane sustained substantial damage to the left float attach fittings, and the left wing rear spar.

Five of the six passengers aboard responded to requests by the NTSB IIC to provide written statements about the accident scenario. Three of the five passengers indicated that the wind conditions were calm at the time of the accident. The other two passengers did not note the wind conditions. All five of the respondents indicated that the swerve to the left, toward the bank, occurred as the pilot lowered his head to retract the water rudders.

The pilot was hired by the lodge two weeks prior to the accident. He had accrued about 40 hours in the DHC-2 since being hired, and had been to the landing site one previous time.

## Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<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>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	May 30, 2000
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19000 hours (Total, all aircraft), 3000 hours (Total, this make and model), 19000 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N7283
<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>	725
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	February 2, 2000 100 hour	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>	30 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	16642 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	ALASKA RAINBOW LODGE	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<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>	15 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots / 15 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	KVICHAK RIVER , AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:35 Local	<b>Type of Airspace:</b>	Class G

## 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 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	6 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	7 None	<b>Latitude, Longitude:</b>	59.289398,-156.650634(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Thomas, Matthew
<b>Additional Participating Persons:</b>	JOHN ELGEE(FAA FSDO); ANCHORAGE , AK
<b>Original Publish Date:</b>	May 30, 2001
<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=50967">https://data.nts.gov/Docket?ProjectID=50967</a>

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