



# Aviation Investigation Final Report

<b>Location:</b>	ALEXANDER, Alaska	<b>Accident Number:</b>	ANC01LA060
<b>Date &amp; Time:</b>	May 30, 2001, 11:55 Local	<b>Registration:</b>	N150PL
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The commercial certificated pilot/flight instructor was conducting a local area instructional flight with the private certificated pilot/dual student in a float-equipped airplane. The airplane was owned by the student, and the flight was the second day of instruction to gain additional experience operating on lakes and rivers in Alaska. After departure on the training flight, the student proceeded to land on a creek. After touchdown on the creek in a northbound direction, the airplane was decelerating with the water rudders in the up position. The airplane suddenly veered to the right, and the floats collided with the creek bank. The left wing of the airplane collided with trees along the bank, and the propeller struck the bank. The student reported he thought the right float struck an unseen sand bar. The flight instructor reported that he was providing dual instruction to the already certificated student pilot, and did not know the reason why the airplane veered to the right.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The instructor pilot's inadequate supervision of the flight. Factors in the accident were the dual student's selection of unsuitable terrain for landing, and the presence of a sand bar in the landing area.

## Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER  
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - SAND BAR
2. (F) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - DUAL STUDENT
3. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

4. OBJECT - TREE(S)

## Factual Information

On May 30, 2001, about 1155 Alaska daylight time, a float-equipped de Havilland DHC-2 airplane, N150PL, sustained substantial damage during a landing on Alexander Creek, about 1.5 miles north-northeast of Alexander, Alaska. The airplane was being operated as a visual flight rules (VFR) local area instructional flight when the accident occurred. The airplane was owned and operated by the private certificated pilot/dual student. The commercial certificated pilot/flight instructor, and the student, were not injured. Visual meteorological conditions prevailed. The flight originated at the Lake Hood Seaplane Base, Anchorage, Alaska, about 1115.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on May 31, 2001, the owner/student pilot reported the flight was the second day of instruction, conducted to gain additional experience operating on lakes and rivers in Alaska. After departure from Lake Hood, the student did some aerial maneuvering, and then proceeded to land on Alexander Creek. After touchdown on the creek in a northbound direction, the airplane was decelerating with the water rudders in the up position. The airplane suddenly veered to the right, and the floats collided with the creek bank. The left wing of the airplane collided with trees along the bank, and the propeller struck the bank. The student reported he thought the right float struck an unseen sand bar.

In a telephone conversation with the flight instructor on May 31st, he reported that he was providing dual instruction to the already certificated student pilot. The instructor said the touchdown on the creek was normal until the airplane veered to the right. He said he did not know the reason why the airplane veered to the right.

## Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	60, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	July 25, 2000
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 7, 2000
<b>Flight Time:</b>	13631 hours (Total, all aircraft), 1 hours (Total, this make and model), 13000 hours (Pilot In Command, all aircraft), 57 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Student pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	47, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Valid Medical-w/ waivers/lim	<b>Last FAA Medical Exam:</b>	October 31, 2000
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	November 5, 2000
<b>Flight Time:</b>	126 hours (Total, all aircraft), 42 hours (Total, this make and model), 60 hours (Pilot In Command, all aircraft), 51 hours (Last 90 days, all aircraft), 35 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N150PL
<b>Model/Series:</b>	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>	1540
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	May 24, 2001 100 hour	<b>Certified Max Gross Wt.:</b>	5370 lbs
<b>Time Since Last Inspection:</b>	10 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	6250 Hrs at time of accident	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-985-14B
<b>Registered Owner:</b>	JAMES N. FRY	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## 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>	Scattered / 8000 ft AGL	<b>Visibility</b>	20 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>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	18°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	ANCHORAGE, AK (PALH)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	11:15 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	55.919406,-159.489669(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	JIM HELBERG; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
<b>Original Publish Date:</b>	February 20, 2002
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=52388">https://data.ntsb.gov/Docket?ProjectID=52388</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](#).