



# Aviation Investigation Final Report

<b>Location:</b>	NIKISKI, Alaska	<b>Accident Number:</b>	ANC02LA060
<b>Date &amp; Time:</b>	June 24, 2002, 09:30 Local	<b>Registration:</b>	N211AW
<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 - Positioning		

## Analysis

The airline transport certificated pilot was landing toward the west in a float-equipped airplane. The wind was from the north, about five knots. The pilot indicated he was in the landing flare, and the airplane's airspeed was about 50 knots. As the airplane touched down, the left float dug into the water. The airplane pivoted to the left and nosed down. The left float was crushed upward against the fuselage. The pilot said that he and his passenger exited the airplane, which remained floating nose down for about 15 minutes. The airplane then slowly nosed over and remained floating upside down.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's excessive rate of descent resulting in a hard landing on water.

### Findings

Occurrence #1: HARD LANDING  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

- Findings
1. TERRAIN CONDITION - WATER
  2. (C) PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
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Occurrence #2: NOSE DOWN

Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

3. LANDING GEAR,FLOAT ASSEMBLY - BUCKLED

## Factual Information

On June 24, 2002, about 0930 Alaska daylight time, a float-equipped deHavilland DHC-2 airplane, N211AW, sustained substantial damage during a hard landing on Island Lake, located about 1 mile south of Nikiski, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country positioning flight under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by Alaska West Guides and Outfitters, Wasilla, Alaska. The airline transport certificated pilot, and the sole passenger, were not injured. Visual meteorological conditions prevailed. VFR company flight following procedures were in effect. The flight originated from Congahbuna Lake, about 8 miles west of Tyonek, Alaska.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on June 24, the pilot reported that after dropping off passengers at Congahbuna Lake, he was returning to the Island Lake Seaplane Base, Nikiski, with a company guide. The pilot said he was landing toward the west, and the wind was from the north, about five knots. He said as he flared for a landing, the airplane's airspeed was about 50 knots. As the airplane touched down, the left float dug into the water. The airplane pivoted to the left and nosed down. The left float was crushed upward against the fuselage. The pilot said that he and his passenger exited the airplane, which remained floating nose down for about 15 minutes. The airplane then slowly nosed over and remained floating upside down.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	60, 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 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	September 21, 2001
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	April 15, 2002
<b>Flight Time:</b>	24300 hours (Total, all aircraft), 30 hours (Total, this make and model), 24300 hours (Pilot In Command, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de HAVILLAND	<b>Registration:</b>	N211AW
<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>	1360
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 2, 2002 Annual	<b>Certified Max Gross Wt.:</b>	5090 lbs
<b>Time Since Last Inspection:</b>	40 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	12550 Hrs at time of accident	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	ALASKA WEST GUIDES AND OUTFITTERS	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	LCWC

## 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>		<b>Visibility</b>	30 miles
<b>Lowest Ceiling:</b>	Broken / 6500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	5 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	360°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>		<b>Temperature/Dew Point:</b>	13°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	TYONEK, AK	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	NIKISKI, AK (2R3 )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>		<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	115 ft msl	<b>Runway Surface Condition:</b>	Water-calm
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<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>	60.704444,-151.311386

## Administrative Information

<b>Investigator In Charge (IIC):</b>	ERICKSON, SCOTT
<b>Additional Participating Persons:</b>	SPENCER HILL; FAA-AL-ANC FSDO 03; ANCHORAGE, AK
<b>Original Publish Date:</b>	April 1, 2003
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=55028">https://data.ntsb.gov/Docket?ProjectID=55028</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](#).