



Aviation Investigation Final Report

Location:	CRESCENT LAKE, Alaska	Accident Number:	ANC92LA128
Date & Time:	August 12, 1992, 11:45 Local	Registration:	N8190Y
Aircraft:	DE HAVILLAND DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 4 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

APPROXIMATELY 5 SECONDS AFTER LEVELING THE WINGS ON FINAL APPROACH FOR A GLASSY WATER LANDING ON A LARGE LAKE, THE AIRPLANE EXPERIENCED A HARD PREMATURE LANDING. THE FLOATS WERE SEPARATED, AND THE AIRPLANE SANK IMMEDIATELY. THE PILOT SAID THAT BECAUSE OF THE FLAT LIGHTING AND GLASSY WATER CONDITIONS HE LOST HIS DEPTH PERCEPTION AND MISJUDGED HIS ALTITUDE. HE SAID WHEN THE AIRPLANE HIT THE WATER HE THOUGHT HE WAS STILL 70 TO 80 FEET ABOVE THE WATER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S MISJUDGING HIS ALTITUDE ON FINAL APPROACH. CONTRIBUTING TO THE ACCIDENT WAS THE GLASSY WATER CONDITION.

Findings

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

Findings

1. (F) TERRAIN CONDITION - WATER, GLASSY
2. (C) ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2: COMPLETE GEAR COLLAPSED
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Occurrence #3: MISCELLANEOUS/OTHER
Phase of Operation: OTHER

Factual Information

Pilot Information

Certificate:	Commercial	Age:	36, 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):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 12, 1991
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	2100 hours (Total, all aircraft), 300 hours (Total, this make and model), 2000 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DE HAVILLAND	Registration:	N8190Y
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	824
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	July 27, 1992 Annual	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9835 Hrs	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	R-985
Registered Owner:	ALASKA WEST AIR SERVICE, INC.	Rated Power:	450 Horsepower
Operator:	ALASKA WEST AIR SERVICE, INC.	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	LCWC

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 / 500 ft AGL	Visibility	5 miles
Lowest Ceiling:	Overcast / 2500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	12°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KENAI , AK (ENA)	Type of Flight Plan Filed:	Company VFR
Destination:		Type of Clearance:	None
Departure Time:	11:00 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water-glassy
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:	1 Minor, 3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Daw, Roy
Additional Participating Persons:	ANNE GRAHAM; ANCHORAGE , AK
Original Publish Date:	May 26, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=5775

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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](#).