Aviation Investigation Final Report

Location:	Kodiak, Alaska	**Accident Number:**	ANC04LA010
Date & Time:	November 29, 2003, 09:35 Local	**Registration:**	N13VF
Aircraft:	deHAVILLAND DHC-2	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

During an on-demand air taxi flight, the airline transport certificated pilot was preparing to land an amphibious float-equipped airplane near a cabin that was located on the shore of a coastal bay. A 10 to 15 knot wind was blowing from the bay toward the land, and the pilot decided to approach over land. As the airplane descended over a small creek bed, adjacent to a hill, the airplane encountered a downdraft, and descended rapidly. The left wing collided with alder trees which spun the airplane 180 degrees. The right wing and float assembly were torn off the airplane. The closest official weather observation station, located 30 miles away, was reporting calm wind.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate evaluation of the weather conditions, and his failure to maintain adequate altitude/clearance, which resulted in a collision with terrain during the final landing approach. A factor contributing to the accident was the presence of a downdraft.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
1. (F) WEATHER CONDITION - DOWNDRAFT

2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Factual Information

On November 29, 2003, about 0935 Alaska standard time, an amphibious float-equipped deHavilland DHC-2 airplane, N13VF, sustained substantial damage when it collided with terrain during the final approach phase of landing at Viekoda Bay, about 30 miles west-southwest of Kodiak, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand passenger flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Andrew Airways Inc., Kodiak. The airline transport certificated pilot, and the two passengers, were not injured. Visual meteorological conditions prevailed, and company VFR flight following procedures were in effect. The flight originated at the Kodiak Airport about 0915.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on November 29, the director of operations for the operator reported that the pilot was preparing to land near a cabin at Viekoda Bay, located on the west side of Kodiak Island. The director of operations said that a 10 to 15 knot wind was blowing from the bay toward the land, and the pilot decided to approach over land. The pilot told the director of operations that as the airplane descended over a small creek bed, adjacent to a hill, the airplane encountered a downdraft, and descended rapidly. The left wing collided with alder trees which spun the airplane 180 degrees. The right wing and float assembly were torn off the airplane.

The closest official weather observation station, located on the east side of the island, is Kodiak. At 0853, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, calm; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 27 degrees F; dew point, 16 degrees F; altimeter, 29.73 inHg.

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	**Age:**	41,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:**	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	March 6, 2003
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	September 28, 2003
Flight Time:	7103 hours (Total, all aircraft), 3100 hours (Total, this make and model), 5800 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	deHAVILLAND	**Registration:**	N13VF
Model/Series:	DHC-2	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	1613
Landing Gear Type:	Float	**Seats:**	4
Date/Type of Last Inspection:	October 31, 2003 100 hour	**Certified Max Gross Wt.:**	5600 lbs
Time Since Last Inspection:	76 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	14953 Hrs as of last inspection	**Engine Manufacturer:**	Pratt & Whitney
ELT:	Installed, activated, did not aid in locating accident	**Engine Model/Series:**	R-985AN-14B
Registered Owner:	Andrew Airways Inc.	**Rated Power:**	450 Horsepower
Operator:		**Operating Certificate(s) Held:**	On-demand air taxi (135)
Operator Does Business As:		**Operator Designator Code:**	D4NA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	PADQ,73 ft msl	**Distance from Accident Site:**	30 Nautical Miles
Observation Time:	08:53 Local	**Direction from Accident Site:**	110°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29.72 inches Hg	**Temperature/Dew Point:**	-3°C / -8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kodiak, AK (PADQ)	**Type of Flight Plan Filed:**	Company VFR
Destination:	Viekoda Bay, AK	**Type of Clearance:**	None
Departure Time:	09:15 Local	**Type of Airspace:**	Class G

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:**	57.849998,-153.116668

Administrative Information

Investigator In Charge (IIC):	Erickson, Scott
Additional Participating Persons:	Maurice Hendrickson; FAA-AL-ANC FSDO 03; Anchorage, AK
Original Publish Date:	June 2, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=58396