



# Aviation Investigation Final Report

<b>Location:</b>	Kodiak, Alaska	<b>Accident Number:</b>	ANC04LA010
<b>Date &amp; Time:</b>	November 29, 2003, 09:35 Local	<b>Registration:</b>	N13VF
<b>Aircraft:</b>	deHAVILLAND DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	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

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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

<b>Certificate:</b>	Airline transport; Commercial; Flight engineer	<b>Age:</b>	41, 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--no waivers/lim.	<b>Last FAA Medical Exam:</b>	March 6, 2003
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 28, 2003
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	deHAVILLAND	<b>Registration:</b>	N13VF
<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>	1613
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	October 31, 2003 100 hour	<b>Certified Max Gross Wt.:</b>	5600 lbs
<b>Time Since Last Inspection:</b>	76 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	14953 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-985AN-14B
<b>Registered Owner:</b>	Andrew Airways Inc.	<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>	D4NA

## Meteorological Information and Flight Plan

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

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	2 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	3 None	<b>Latitude, Longitude:</b>	57.849998,-153.116668

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Erickson, Scott
<b>Additional Participating Persons:</b>	Maurice Hendrickson; FAA-AL-ANC FSDO 03; Anchorage, AK
<b>Original Publish Date:</b>	June 2, 2004
<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=58396">https://data.ntsb.gov/Docket?ProjectID=58396</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](#).