



Aviation Investigation Final Report

Location:	Willow, Alaska	Accident Number:	ANC04CA114
Date & Time:	September 24, 2004, 20:00 Local	Registration:	N1018D
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The certificated commercial pilot was landing at a remote river slough. After touchdown the left wing collided with a stand of trees. The airplane pivoted to the left, and the airplane's floats subsequently collided with the river bank. The airplane sustained structural damage to both wings and fuselage. The pilot noted that there were no preaccident mechanical anomalies with the airplane.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's selection of an unsuitable landing area, which resulted in an on-ground collision with trees during the landing roll. A factor associated with the accident were trees.

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

1. (F) OBJECT - TREE(S)
2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Factual Information

On September 24, 2004, about 2000 Alaska daylight time, a float equipped de Havilland DHC-2 airplane, N1018D, sustained substantial damage when it collided with trees during landing at an off airport site located about 35 miles northeast of Willow, 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 Susitna Air Service, Inc., of Willow. The certificated commercial pilot and the two passengers were not injured. Visual meteorological conditions prevailed, and VFR company flight following procedures were in effect. The flight originated at the Kashwitna Lake Seaplane Base, Willow, about 1940.

During a telephone conversation with the National Transportation Safety Board investigator-in-charge on September 25, the pilot said he was landing at a remote river slough, adjacent to the Kashwitna River. He said that after touchdown the left wing collided with a stand of trees. The airplane pivoted to the left, and the airplane's floats subsequently collided with the river bank. The airplane sustained structural damage to both wings and fuselage.

The pilot noted that there were no preaccident mechanical anomalies with the airplane .

Pilot Information

Certificate:	Commercial	Age:	43, 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):	Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	August 24, 2004
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 7, 2004
Flight Time:	8000 hours (Total, all aircraft), 4000 hours (Total, this make and model), 8000 hours (Pilot In Command, all aircraft), 337 hours (Last 90 days, all aircraft), 107 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N1018D
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	293
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	September 8, 2004 100 hour	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:	42.1 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14309.5 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, not activated	Engine Model/Series:	R-985
Registered Owner:	Paul & Susan Englund	Rated Power:	450 Horsepower
Operator:	SUSITNA AIR SERVICE INC	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	EQLC

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
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:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Willow, AK (AK34)	Type of Flight Plan Filed:	Company VFR
Destination:	Willow, AK	Type of Clearance:	None
Departure Time:	19:40 Local	Type of Airspace:	Class E

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:	62.083332,-149.516662

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Boyd W Waltman ; Anchorage FSDO
Original Publish Date:	December 28, 2004
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=60213

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