



Aviation Investigation Final Report

Location:	King Salmon, Alaska	Accident Number:	ANC08CA002
Date & Time:	October 7, 2007, 13:00 Local	Registration:	N24BR
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Minor, 2 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Non-scheduled		

Analysis

The commercial certificated pilot was conducting an off airport landing with passengers under Title 14, CFR Part 135, when the accident occurred. The pilot reported that he was on short final, 8-10 feet above the ground, when a "gust or something" lifted the right wing 50-60 degrees above horizontal, and the left wing struck the ground. He said he was able to level the wings, but the airplane touched down while drifting to the left. He reported that the airplane skidded forward about 50 feet and nosed over. The airplane sustained damage to the left wingtip, the left wing aft attach point, and the right landing gear attach point. The pilot reported the wind was from 300 degrees, at 25 knots, with gusts to 30 knots.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate compensation for gusty wind conditions during the final approach to land, which resulted in the airplane colliding with terrain. A factor contributing to the accident was the gusty wind.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - GUSTS

- 2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 3. TERRAIN CONDITION - GROUND

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

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - ROLL

Factual Information

The commercial certificated pilot was conducting an off airport landing with passengers under Title 14, CFR Part 135, when the accident occurred. The pilot reported that he was on short final, 8-10 feet above the ground, when a "gust or something" lifted the right wing 50-60 degrees above horizontal, and the left wing struck the ground. He said he was able to level the wings, but the airplane touched down while drifting to the left. He reported that the airplane skidded forward about 50 feet and nosed over. The airplane sustained damage to the left wingtip, the left wing aft attach point, and the right landing gear attach point. The pilot reported the wind was from 300 degrees, at 25 knots, with gusts to 30 knots.

Pilot Information

Certificate:	Commercial	Age:	44, 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 Without waivers/limitations	Last FAA Medical Exam:	May 1, 2007
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 1, 2006
Flight Time:	3176 hours (Total, all aircraft), 383 hours (Total, this make and model), 3085 hours (Pilot In Command, all aircraft), 350 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N24BR
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	644
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	September 1, 2007 100 hour	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	14901 Hrs at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	R-985
Registered Owner:	Hartley Inc	Rated Power:	450 Horsepower
Operator:	Branch River Air	Operating Certificate(s) Held:	On-demand air taxi (135)
Operator Does Business As:		Operator Designator Code:	EQWC

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 / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	25 knots / 30 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	King Salmon, AK (PAKN)	Type of Flight Plan Filed:	Company VFR
Destination:	King Salmon, AK	Type of Clearance:	None
Departure Time:	10:30 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor, 1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Minor, 2 None	Latitude, Longitude:	57.938056,-156.054992

Administrative Information

Investigator In Charge (IIC): Lewis, Lawrence

Additional Participating Persons:

Original Publish Date: January 31, 2008

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=66870>

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