



# Aviation Investigation Final Report

<b>Location:</b>	Cooper Landing, Alaska	<b>Accident Number:</b>	ANC08LA131
<b>Date &amp; Time:</b>	September 28, 2008, 14:00 Local	<b>Registration:</b>	N203KL
<b>Aircraft:</b>	DEHAVILLAND BEAVER DHC	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled		

## Analysis

The airline transport pilot was making an off-airport landing on a glacier with passengers under Title 14 Code of Federal Regulations Part 135. During the landing the left wing struck a tree, resulting in substantial damage. The pilot reported there were no mechanical problems with the airplane prior to the accident.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's failure to maintain separation from a tree during the landing roll at an off-airport site.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Tree(s) - Response/compensation

## Factual Information

### History of Flight

<b>Landing</b>	Collision during takeoff/land (Defining event)
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On September 28, 2008, about 1400 Alaska daylight time, a DeHavilland DHC-2 Beaver airplane, N203KL, sustained substantial damage when it struck a tree during landing on Skilak glacier, about 24 miles southwest of Cooper Landing, Alaska. The airplane was being operated by Alaska Air Taxi LLC, Anchorage, Alaska, as a visual flight rules (VFR) on-demand air taxi flight under Title 14, CFR Part 135, when the accident occurred. The airline transport pilot and passenger were not injured. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The airplane departed Anchorage about 1300.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on September 28, the pilot said the airplane's left wing struck a tree during the landing roll. According to the pilot, there were no mechanical problems with the airplane prior to the accident. The airplane's left wing received substantial damage during the accident.

The pilot did not submit an NTSB Pilot/Operator accident report as required under CFR Part 830.

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	61, 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>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	December 23, 2008
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N203KL
<b>Model/Series:</b>	BEAVER DHC	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1460
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	5100 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>		<b>Engine Model/Series:</b>	R-985 SERIES
<b>Registered Owner:</b>	SONDAY TERRANCE PAUL	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	Alaska Air Taxi, LLC	<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>	Alaska Air Taxi	<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>		<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Unknown	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	Unknown	<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>		<b>Temperature/Dew Point:</b>	
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Anchorage, AK (LHD )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Cooper Landing, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:00 Local	<b>Type of Airspace:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	60.32389,-150.050003

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Craig Johnson; FAA, FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	July 28, 2009
<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=69347">https://data.ntsb.gov/Docket?ProjectID=69347</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](#).