



Aviation Investigation Final Report

Location:	King Salmon, Alaska	Accident Number:	ANC10CA001
Date & Time:	October 5, 2009, 11:15 Local	Registration:	N490K
Aircraft:	DEHAVILLAND DHC-2	Aircraft Damage:	Substantial
Defining Event:	Collision with terr/obj (non-CFIT)	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Other work use		

Analysis

The pilot reported that he was departing to the east with a 5 knot tailwind, in a float-equipped airplane, on a Title 14, CFR Part 91 other work use flight. He said that the purpose of the flight was to demobilize a remote fishing lodge at the end of the season. The pilot reported that during the takeoff run he realized that the airplane would not become airborne before reaching the departure end of the lake, and he closed the engine throttle in an attempt to abort the takeoff. The airplane’s floats struck the shoreline, and the airplane came to rest on the shore, about 75 yards from the lake, sustaining substantial damage to the right wing. The pilot indicated that there were no preaccident mechanical problems with the airplane, and in his written report to the NTSB, he attributed the accident to “pilot error.”

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 takeoff area, and his decision to takeoff with a tailwind.

Findings

Personnel issues	Decision making/judgment - Pilot
Environmental issues	(general) - Decision related to condition
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT) (Defining event)
---------------------------------	---

Pilot Information

Certificate:	Airline transport	Age:	59, 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 multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 11, 2009
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	15980 hours (Total, all aircraft), 2000 hours (Total, this make and model), 225 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N490K
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1268
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	September 9, 2009 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	43 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	14722 Hrs as of last inspection	Engine Manufacturer:	P&W
ELT:	C91A installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:	KATMAI AIR LEASING LLC	Rated Power:	450 Horsepower
Operator:	KATMAI AIR LEASING LLC	Operating Certificate(s) Held:	None

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:	Unknown	Visibility	10 miles
Lowest Ceiling:	Broken / 5000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	King Salmon, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Anchorage, AK (LHD)	Type of Clearance:	None
Departure Time:	11:15 Local	Type of Airspace:	

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	58.958889,-155.102783(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Clinton
Additional Participating Persons:	Phillip J Watson; Federal Aviation Administration (Operations); Anchorage, AK
Original Publish Date:	April 19, 2010
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=74860

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](#).