



# Aviation Investigation Final Report

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<b>Location:</b>	Igiugig, Alaska	<b>Accident Number:</b>	ANC10CA054
<b>Date &amp; Time:</b>	June 27, 2010, 17:30 Local	<b>Registration:</b>	N9RW
<b>Aircraft:</b>	DEHAVILLAND DHC-2 MK. I(L20A)	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

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## Analysis

The commercial pilot was taking off on a passenger flight in conjunction with a remote lodge operation under Title 14, CFR Part 91. The pilot said he picked up passengers in the float-equipped airplane on a beach, and water-taxed out into the lake for takeoff. He said he taxied out about 1,200 feet, reversed course into the wind, and initiated a takeoff. He said when the airplane reached his predetermined abort point, the airplane was still on the water, and might not lift off in time to avoid the terrain ahead. The pilot said rather than abort the takeoff he elected to apply full power and continue the takeoff. He said the airplane collided with the bank, and nosed over. The pilot said there were no preaccident mechanical anomalies with the airplane. The owner of the company said the lake was about 1 mile wide where the pilot elected to takeoff. He said the airplane received substantial damage to the wings and fuselage. He also said the passengers related to him that the engine sounded fine, but they did not think the pilot taxied out very far into the lake.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's decision to use only a portion of the available takeoff area, which resulted in a collision with terrain during takeoff.

## Findings

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<b>Aircraft</b>	Takeoff distance - Related operating info
<b>Personnel issues</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

<b>Takeoff</b>	Collision during takeoff/land (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	<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 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 5, 2010
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	July 20, 2009
<b>Flight Time:</b>	5000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N9RW
<b>Model/Series:</b>	DHC-2 MK. I(L20A)	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1095
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	May 28, 2010 Annual	<b>Certified Max Gross Wt.:</b>	5370 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	8588 Hrs as of last inspection	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	R-985 SERIES
<b>Registered Owner:</b>	T-CORP	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	Branham Adventures Inc.	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	Royal Wolf Lodge	<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>	IGG	<b>Distance from Accident Site:</b>	22 Nautical Miles
<b>Observation Time:</b>	17:00 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots / 12 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.97 inches Hg	<b>Temperature/Dew Point:</b>	8°C / 7°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Igiugig, AK	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Igiugig, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	17:30 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>	6 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	7 None	<b>Latitude, Longitude:</b>	59.139999,-155.554992

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lewis, Lawrence
<b>Additional Participating Persons:</b>	Robert M Griffin; FAA FSDO-03; Anchorage, AK
<b>Original Publish Date:</b>	December 20, 2010
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=76451">https://data.nts.gov/Docket?ProjectID=76451</a>

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