



# Aviation Investigation Final Report

<b>Location:</b>	Renton, Washington	<b>Accident Number:</b>	WPR10CA461
<b>Date &amp; Time:</b>	September 19, 2010, 15:30 Local	<b>Registration:</b>	N24150
<b>Aircraft:</b>	DEHAVILLAND BEAVER DHC-2 MK.1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he performed a preflight inspection and then began to taxi the airplane from the seaplane base to the departure area. He reported encountering a heavy rain shower during taxi, with wind out of the south between 4-6 knots. The air traffic control tower cleared the pilot for a westbound departure; however, he elected to continue with a crosswind takeoff. The pilot applied left-wing-down aileron control inputs as he applied engine power. As the airplane accelerated, it began a drift to the left. The pilot reported that he was unable to stop the drift with the application of full right rudder, and that during this time he may have inadvertently relaxed the aileron control input. The pilot elected to abort the takeoff, and as he reduced engine power the right wing struck the water; the airplane incurred substantial damage to the wing spar and aileron during the impact sequence. The pilot reported no preimpact mechanical malfunction or failures.

## 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 directional control of the float-equipped airplane during an aborted water takeoff, resulting in a dragged wing.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Takeoff</b>	Other weather encounter
<b>Takeoff</b>	Loss of control on ground (Defining event)
<b>Takeoff</b>	Dragged wing/rotor/float/other

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	64, 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>	March 19, 2009
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 14, 2009
<b>Flight Time:</b>	12437 hours (Total, all aircraft), 120 hours (Total, this make and model), 6620 hours (Pilot In Command, all aircraft), 3 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N24150
<b>Model/Series:</b>	BEAVER DHC-2 MK.1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1259
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	October 22, 2009 Annual	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	5066 Hrs at time of accident	<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>	On file	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	RNT,32 ft msl	<b>Distance from Accident Site:</b>	2 Nautical Miles
<b>Observation Time:</b>	15:53 Local	<b>Direction from Accident Site:</b>	180°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.73 inches Hg	<b>Temperature/Dew Point:</b>	19°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Renton, WA (RNT )	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Renton, WA (RNT )	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	15:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Will Rogers Wiley Post W36	<b>Runway Surface Type:</b>	Water
<b>Airport Elevation:</b>	14 ft msl	<b>Runway Surface Condition:</b>	Water-choppy
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	None

## 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>	47.518054,-122.218055(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Simpson, Elliott
<b>Additional Participating Persons:</b>	Peter Brady; Federal Aviation Administration FSDO; Seattle, WA
<b>Original Publish Date:</b>	March 16, 2011
<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=77342">https://data.nts.gov/Docket?ProjectID=77342</a>

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