



# Aviation Investigation Final Report

<b>Location:</b>	Illiamna, Alaska	<b>Accident Number:</b>	ANC14CA057
<b>Date &amp; Time:</b>	August 1, 2014, 06:45 Local	<b>Registration:</b>	N87808
<b>Aircraft:</b>	DEHAVILLAND BEAVER DHC 2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General aviation		

## Analysis

The pilot was landing a float-equipped airplane at a remote lake, during glassy water conditions. Glassy water landings usually consume a considerable landing area. The pilot stated that during the landing, the airplane touched down in the typical area as in previous landings; however, the airplane remained on the step (the float/hull is supported on top of the water surface as opposed to plowing through it) longer than usual and the floats subsequently impacted the shoreline. The airplane sustained substantial damage to the fuselage. The pilot stated that there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate landing technique that resulted in a landing area overrun. Contributing was the glassy water conditions.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Environmental issues</b>	Glassy surface - Effect on operation
<b>Personnel issues</b>	Incorrect action performance - Pilot



## Factual Information

### History of Flight

<b>Approach</b>	Miscellaneous/other
<b>Landing-landing roll</b>	Landing area overshoot (Defining event)
<b>Landing-landing roll</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Airline transport; Commercial	<b>Age:</b>	64
<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>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	Airplane single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	May 6, 2014
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	June 17, 2014
<b>Flight Time:</b>	17000 hours (Total, all aircraft), 2400 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 206 hours (Last 90 days, all aircraft), 134 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N87808
<b>Model/Series:</b>	BEAVER DHC 2 MARKI	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1957	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	56-0408
<b>Landing Gear Type:</b>	N/A; Float	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	July 21, 2014 100 hour	<b>Certified Max Gross Wt.:</b>	5600 lbs
<b>Time Since Last Inspection:</b>	49 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	12575 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	R-985-AN-14B
<b>Registered Owner:</b>	Katmai Air LLC	<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>	KATMAI AIR LLC	<b>Operating Certificate(s) Held:</b>	Commuter air carrier (135), On-demand air taxi (135)
<b>Operator Does Business As:</b>	Katmai Air and Kulik Lodge	<b>Operator Designator Code:</b>	ENFA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAIG,90 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>	15:56 Local	<b>Direction from Accident Site:</b>	284°
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.23 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kulik, AK (LKK )	<b>Type of Flight Plan Filed:</b>	Company VFR
<b>Destination:</b>	Illiamna, AK	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## 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>	59.20639,-154.97055(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Gallo, Mitchell
<b>Additional Participating Persons:</b>	Larry Hammerbeck; Federal Aviation Administration; ANC FSDO; Anchorage, AK
<b>Original Publish Date:</b>	December 15, 2014
<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=89791">https://data.nts.gov/Docket?ProjectID=89791</a>

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