



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Dillingham, Alaska | Accident Number: | ANC17CA038 |
| Date & Time: | July 21, 2017, 12:00 Local | Registration: | N364RA |
| Aircraft: | DEHAVILLAND DHC 2 | Aircraft Damage: | Substantial |
| Defining Event: | Collision during takeoff/land | Injuries: | 3 None |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot stated that he was departing on a postmaintenance flight check in a float-equipped airplane from a short water lane at a remote, unimproved seaplane base. While taxiing for departure, he left the wing flaps in the "up" position to aid in turning the airplane on the water. After aligning the airplane for the takeoff run, he applied full power, and the airplane accelerated onto the step. While attempting to rotate, he realized that he had forgotten to reset the wing flaps to the "takeoff" position. He attempted to reset the manually operated, hydraulically actuated wing flaps, but the incorrect flap setting led to a longer-than-normal takeoff run, and the airplane subsequently impacted the water lane's far bank, which resulted in substantial damage to the left wing and left-wing strut. The pilot reported that there were no preaccident mechanical anomalies with the airplane 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 failure to set the wing flaps to the "takeoff" position, which resulted in a longer-than-normal takeoff run and collision with terrain.

Findings

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| Personnel issues | Use of equip/system - Pilot |
| Aircraft | LE flap control system - Incorrect use/operation |
| Environmental issues | (general) - Effect on operation |

Factual Information

History of Flight

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| Takeoff | Collision during takeoff/land (Defining event) |
| Takeoff | Collision with terr/obj (non-CFIT) |

Pilot Information

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| Certificate: | Airline transport | Age: | 58, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 3-point |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 2 Without waivers/limitations | Last FAA Medical Exam: | May 8, 2017 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | October 13, 2016 |
| Flight Time: | 23732 hours (Total, all aircraft), 6972 hours (Total, this make and model), 23601 hours (Pilot In Command, all aircraft), 110 hours (Last 90 days, all aircraft), 110 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---|---------------------------------------|--------------------------|
| Aircraft Make: | DEHAVILLAND | Registration: | N364RA |
| Model/Series: | DHC 2 MARKI | Aircraft Category: | Airplane |
| Year of Manufacture: | 1951 | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 364 |
| Landing Gear Type: | N/A; Float | Seats: | 7 |
| Date/Type of Last Inspection: | July 13, 2017 100 hour | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 15677 Hrs as of last inspection | Engine Manufacturer: | P&W |
| ELT: | C126 installed, activated, did not aid in locating accident | Engine Model/Series: | R-985 SERIES |
| Registered Owner: | BAY AIR INC | Rated Power: | 450 Horsepower |
| Operator: | BAY AIR INC | Operating Certificate(s) Held: | On-demand air taxi (135) |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | PADL | Distance from Accident Site: | 3 Nautical Miles |
| Observation Time: | 19:56 Local | Direction from Accident Site: | 240° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29.96 inches Hg | Temperature/Dew Point: | 18°C / 11°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Dillingham, AK (OZ3) | Type of Flight Plan Filed: | None |
| Destination: | Dillingham, AK (OZ3) | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------|----------------------------------|------------|
| Airport: | Shannon Pond OZ3 | Runway Surface Type: | Water |
| Airport Elevation: | 80 ft msl | Runway Surface Condition: | Water-calm |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|----------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 2 None | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 3 None | Latitude, Longitude: | 59.199443,-158.741943(est) |

Administrative Information

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| Investigator In Charge (IIC): | Banning, David |
| Additional Participating Persons: | Jerry Just; Federal Aviation Administration; Anchorage , AK |
| Original Publish Date: | January 11, 2018 |
| 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=95678 |

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