



# Aviation Investigation Final Report

<b>Location:</b>	Dillingham, Alaska	<b>Accident Number:</b>	ANC18LA047
<b>Date &amp; Time:</b>	June 22, 2018, 17:30 Local	<b>Registration:</b>	N5221G
<b>Aircraft:</b>	DEHAVILLAND DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Serious, 3 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

According to the pilot, he was landing a float-equipped airplane in gusty, tailwind conditions on a remote river. After touching down on the water, the airplane bounced, and a gust of wind turned the tail of the airplane about 45° to the left. The airplane then impacted the riverbank, continued onto the shore, and struck trees, which resulted in substantial damage to the airplane.

## 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 while landing in gusting wind conditions.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Environmental issues</b>	Gusts - Effect on operation
<b>Environmental issues</b>	Tree(s) - Contributed to outcome

## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
<b>Landing</b>	Collision with terr/obj (non-CFIT)

On June 22, 2018, about 1730 Alaska daylight time, a float-equipped de Havilland DHC-2 airplane, N5221G, sustained substantial damage during an impact with trees and terrain, following a loss of directional control during landing, about 53 miles northwest of Dillingham, Alaska. The airplane was registered to and operated by the pilot as a 14 *Code of Federal Regulations* (CFR) Part 91 visual flight rules personal flight when the accident occurred. The private pilot sustained serious injuries, and the three passengers were uninjured. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight departed Naknek Lake, Alaska (5NK) about 1645.

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The pilot reported no mechanical malfunctions or anomalies that would have precluded normal operation.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	75, Male
<b>Airplane Rating(s):</b>	Single-engine sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 3 Waiver time limited special	<b>Last FAA Medical Exam:</b>	May 18, 2017
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 8, 2018
<b>Flight Time:</b>	(Estimated) 3000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N5221G
<b>Model/Series:</b>	DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1954	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	667
<b>Landing Gear Type:</b>	N/A; Float	<b>Seats:</b>	5
<b>Date/Type of Last Inspection:</b>	May 31, 2018 Annual	<b>Certified Max Gross Wt.:</b>	5090 lbs
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	Pratt and Whitney
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	R-985
<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>	PADL, 86 ft msl	<b>Distance from Accident Site:</b>	53 Nautical Miles
<b>Observation Time:</b>	00:56 Local	<b>Direction from Accident Site:</b>	191°
<b>Lowest Cloud Condition:</b>	Few / 3400 ft AGL	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/ None
<b>Wind Direction:</b>	170°	<b>Turbulence Severity Forecast/Actual:</b>	/ N/A
<b>Altimeter Setting:</b>	30.07 inches Hg	<b>Temperature/Dew Point:</b>	12°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	NAKNEK, AK (5NK )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Dillingham, AK	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	3 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 3 None	<b>Latitude, Longitude:</b>	59.920276,-158.184997

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Williams, David
<b>Additional Participating Persons:</b>	David Welch; FAA; Anchorage, AK
<b>Original Publish Date:</b>	June 3, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=97567">https://data.ntsb.gov/Docket?ProjectID=97567</a>

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](#).