



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Kenai, AK	<b>Accident Number:</b>	ANC12CA092
<b>Date &amp; Time:</b>	08/25/2012, 0800 AKD	<b>Registration:</b>	N314HA
<b>Aircraft:</b>	DEHAVILLAND BEAVER U-6	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Miscellaneous/other	<b>Injuries:</b>	3 Minor, 3 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

The pilot of a float-equipped airplane was landing at a remote lake. The pilot stated that he was on a left base leg turning onto a short final approach when the left float struck the ground. The airplane sustained substantial damage to the wings and fuselage. The pilot indicated 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 failure to maintain adequate ground clearance during his landing approach, which resulted in a collision with terrain.

## Findings

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<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Personnel issues</b>	Task performance - Pilot (Cause)

## Factual Information

### History of Flight

Approach-VFR pattern base	Collision with terr/obj (non-CFIT) Miscellaneous/other (Defining event)
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### Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	
Medical Certification:	Class 2 With Waivers/Limitations	Last FAA Medical Exam:	03/26/2012
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	06/08/2012
Flight Time:	1500 hours (Total, all aircraft), 725 hours (Total, this make and model), 1350 hours (Pilot In Command, all aircraft), 432 hours (Last 90 days, all aircraft), 156 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N314HA
Model/Series:	BEAVER U-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	54-1720
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	08/09/2012, 100 Hour	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	20174 Hours	Engine Manufacturer:	P&W
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	R-985 SERIES
Registered Owner:	SOLDOTNA AIRCRAFT & EQUIPMENT LEASING LLC	Rated Power:	450 hp
Operator:	High Adventur Air Charter, Guides & Outfitters Inc	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	High Adventure Air Charter	Operator Designator Code:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Thin Broken / 1500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Broken / 10000 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	5 knots / 10 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	7° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Soldotna, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Kenai, AK	Type of Clearance:	None
Departure Time:	0730 ADT	Type of Airspace:	Airport Advisory Area

## Airport Information

Airport:	Big River Lakes (PVT)	Runway Surface Type:	Water
Airport Elevation:		Runway Surface Condition:	Water--calm
Runway Used:	14	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 Minor, 2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 Minor, 3 None	Latitude, Longitude:	60.570556, -151.244722 (est)

## Administrative Information

Investigator In Charge (IIC):	David B Banning	Report Date:	12/05/2012
Additional Participating Persons:	Randy S Smith; Federal Aviation Administration; Anchorage, AK		
Publish Date:	12/05/2012		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84823">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=84823</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).