



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ANGOON, AK	<b>Accident Number:</b>	SEA89FA092
<b>Date &amp; Time:</b>	05/29/1989, 1245 AKD	<b>Registration:</b>	N67669
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation -		

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## Analysis

THE PILOT LANDED THE AMPHIBIAN LANDING GEAR EQUIPPED AIRCRAFT ON WATER WITH THE WHEELS EXTENDED, AND THE AIRCRAFT FLIPPED OVER TO AN INVERTED ATTITUDE ON TOUCHDOWN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT FAILED TO ASSURE THE LANDING GEAR ON THE AMPHIBIOUS FLOATS WERE RETRACTED FOR THE WATER LANDING.

## Findings

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Occurrence #1: GEAR NOT RETRACTED  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

### Findings

1. (C) GEAR RETRACTION - NOT IDENTIFIED - PILOT IN COMMAND
2. (C) WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: NOSE OVER  
Phase of Operation: LANDING - FLARE/TOUCHDOWN

## Factual Information

### Pilot Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	59, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/09/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	14500 hours (Total, all aircraft), 150 hours (Total, this make and model), 100 hours (Last 90 days, all aircraft), 64 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N67669
<b>Model/Series:</b>	DHC-2 DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	917
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	8
<b>Date/Type of Last Inspection:</b>	05/10/1989, 100 Hour	<b>Certified Max Gross Wt.:</b>	5090 lbs
<b>Time Since Last Inspection:</b>	8 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	11313 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	DAVID P BROWN	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	ALASKA COASTAL AIRLINES	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	AGN, 0 ft msl	Distance from Accident Site:	20 Nautical Miles
Observation Time:	1155 ADT	Direction from Accident Site:	190°
Lowest Cloud Condition:	Scattered / 2800 ft agl	Visibility	30 Miles
Lowest Ceiling:	Broken / 5500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	280°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	13° C / 9° C
Precipitation and Obscuration:			
Departure Point:	JUNEAU, AK (JNU)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1210 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	09/30/1991
Additional Participating Persons:	TOM SCHILLING; JUNEAU, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).