

Brief of Accident

Adopted 12/20/2010

ANC10CA054
File No. 27465 06/27/2010 Igiugig, AK Aircraft Reg No. N9RW Time (Local): 17:30 ADT

Make/Model: Dehavilland / DHC-2 MK. I(L20A)
Engine Make/Model: P&w / R-985 SERIES
Aircraft Damage: Substantial
Number of Engines: 1
Operating Certificate(s): None
Type of Flight Operation: Other Work Use
Reg. Flight Conducted Under: Part 91: General Aviation

	Fatal	Serious	Minor/None
Crew	0	0	1
Pass	0	0	6

Last Depart. Point: Same as Accident/Incident Location
Destination: Local Flight, AK
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 1200 Ft. AGL, Overcast
Visibility: 10.00 SM
Wind Dir/Speed: 190 / 010 Kts
Temperature (°C): 8
Precip/Obscuration:

Pilot-in-Command Age: 58

Flight Time (Hours)

Certificate(s)/Rating(s)
Commercial; Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea

Total All Aircraft: 5000
Last 90 Days: 45
Total Make/Model: 2000
Total Instrument Time: UnK/Nr

Instrument Ratings
Airplane

*** Note: NTSB investigators used data provided by various entities, including, but not limited to, the Federal Aviation Administration and/or the operator and did not travel in support of this investigation to prepare this aircraft accident report. ***

The commercial pilot was taking off on a passenger flight in conjunction with a remote lodge operation under Title 14, CFR Part 91. The pilot said he picked up passengers in the float-equipped airplane on a beach, and water-taxied out into the lake for takeoff. He said he taxied out about 1,200 feet, reversed course into the wind, and initiated a takeoff. He said when the airplane reached his predetermined abort point, the airplane was still on the water, and might not lift off in time to avoid the terrain ahead. The pilot said rather than abort the takeoff he elected to apply full power and continue the takeoff. He said the airplane collided with the bank, and nosed over. The pilot said there were no preaccident mechanical anomalies with the airplane. The owner of the company said the lake was about 1 mile wide where the pilot elected to takeoff. He said the airplane received substantial damage to the wings and fuselage. He also said the passengers related to him that the engine sounded fine, but they did not think the pilot taxied out very far into the lake.

Updated at Dec 20 2010 1:32PM

Brief of Accident (Continued)

ANC10CA054
File No. 27465

06/27/2010

Igiugig, AK

Aircraft Reg No. N9RW

Time (Local): 17:30 ADT

OCCURRENCES

Takeoff - Collision during takeoff/land

FINDINGS

Aircraft-Aircraft oper/perf/capability-Aircraft capability-Takeoff distance-Related operating info - C
Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot's decision to use only a portion of the available takeoff area, which resulted in a collision with terrain during takeoff.