

Brief of Accident

Adopted 10/09/2012

ANC12LA026
 File No. 30216 03/13/2012 Ketchikan, AK Aircraft Reg No. N82SF Time (Local): 10:40 ADT

Make/Model:	Dehavilland / BEAVER DHC-2	Fatal	0	Serious	1	Minor/None	0
Engine Make/Model:	P&w / R-985 SERIES	Crew	0	1	0	0	
Aircraft Damage:	Substantial	Pass	0	0	0	1	
Number of Engines:	1						
Operating Certificate(s):	On-demand Air Taxi						
Name of Carrier:	Southeast Aviation, LLC						
Type of Flight Operation:	Non-scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 135: Air Taxi & Commuter						

Last Depart. Point:	Same as Accident/Incident Location	Condition of Light:	Day
Destination:	Ketchikan, AK	Weather Info Src:	Weather Observation Facility
Airport Proximity:		Basic Weather:	Instrument Conditions
Airport Name:	Unk/Nr	Lowest Ceiling:	2800 Ft. AGL, Broken
Runway Identification:	N/A	Visibility:	2.00 SM
Runway Length/Width (Ft):	Unk/Nr	Wind Dir/Speed:	150 / 009 Kts
Runway Surface:		Temperature (°C):	2
Runway Surface Condition:		Precip/Obscuration:	Light - Snow

Pilot-in-Command	Age: 64	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 23000
Airline Transport; Multi-engine Land; Single-engine Land; Single-engine Sea		Last 90 Days: Unk/Nr
Instrument Ratings		Total Make/Model: 12000
Airplane		Total Instrument Time: Unk/Nr

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

The pilot departed from an off-airport site in marginal visual flight rules conditions. Shortly after departure, the weather worsened, and flight visibility dropped to near zero in heavy snow. He attempted to follow the shoreline at a low altitude but was unable to maintain visual contact with the ground. He stated that he saw trees immediately in front of the airplane and attempted a right turn toward what he thought was an open bay. During the turn, the right float contacted a rock outcrop, and the airplane impacted the water. The pilot did not report any mechanical anomalies that would have precluded normal operation.

Updated at Oct 9 2012 8:23AM

Brief of Accident (Continued)

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OCCURRENCES

Enroute - VFR encounter with IMC
Maneuvering - Controlled flight into terr/obj (CFIT)

FINDINGS

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Pilot - C
Environmental issues-Conditions/weather/phenomena-Ceiling/visibility/precip-Below VFR minima-Contributed to outcome

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 depart in marginal visual meteorological conditions, and his continued visual flight into instrument meteorological conditions.