



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Kodiak, AK	<b>Accident Number:</b>	ANC04LA010
<b>Date &amp; Time:</b>	11/29/2003, 0935 AST	<b>Registration:</b>	N13VF
<b>Aircraft:</b>	deHAVILLAND DHC-2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	3 None
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

During an on-demand air taxi flight, the airline transport certificated pilot was preparing to land an amphibious float-equipped airplane near a cabin that was located on the shore of a coastal bay. A 10 to 15 knot wind was blowing from the bay toward the land, and the pilot decided to approach over land. As the airplane descended over a small creek bed, adjacent to a hill, the airplane encountered a downdraft, and descended rapidly. The left wing collided with alder trees which spun the airplane 180 degrees. The right wing and float assembly were torn off the airplane. The closest official weather observation station, located 30 miles away, was reporting calm wind.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate evaluation of the weather conditions, and his failure to maintain adequate altitude/clearance, which resulted in a collision with terrain during the final landing approach. A factor contributing to the accident was the presence of a downdraft.

## Findings

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Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (C) ALTITUDE/CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

## Factual Information

On November 29, 2003, about 0935 Alaska standard time, an amphibious float-equipped deHavilland DHC-2 airplane, N13VF, sustained substantial damage when it collided with terrain during the final approach phase of landing at Viekoda Bay, about 30 miles west-southwest of Kodiak, Alaska. The airplane was being operated as a visual flight rules (VFR) on-demand passenger flight under Title 14, CFR Part 135, when the accident occurred. The airplane was operated by Andrew Airways Inc., Kodiak. The airline transport certificated pilot, and the two passengers, were not injured. Visual meteorological conditions prevailed, and company VFR flight following procedures were in effect. The flight originated at the Kodiak Airport about 0915.

During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC), on November 29, the director of operations for the operator reported that the pilot was preparing to land near a cabin at Viekoda Bay, located on the west side of Kodiak Island. The director of operations said that a 10 to 15 knot wind was blowing from the bay toward the land, and the pilot decided to approach over land. The pilot told the director of operations that as the airplane descended over a small creek bed, adjacent to a hill, the airplane encountered a downdraft, and descended rapidly. The left wing collided with alder trees which spun the airplane 180 degrees. The right wing and float assembly were torn off the airplane.

The closest official weather observation station, located on the east side of the island, is Kodiak. At 0853, an Aviation Routine Weather Report (METAR) was reporting in part: Wind, calm; visibility, 10 statute miles; clouds and sky condition, clear; temperature, 27 degrees F; dew point, 16 degrees F; altimeter, 29.73 inHg.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	41, 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, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	03/06/2003
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	09/28/2003
<b>Flight Time:</b>	7103 hours (Total, all aircraft), 3100 hours (Total, this make and model), 5800 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 100 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	deHAVILLAND	Registration:	N13VF
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1613
Landing Gear Type:	Float	Seats:	4
Date/Type of Last Inspection:	10/31/2003, 100 Hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:	76 Hours	Engines:	1 Reciprocating
Airframe Total Time:	14953 Hours as of last inspection	Engine Manufacturer:	Pratt & Whitney
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-985AN-14B
Registered Owner:	Andrew Airways Inc.	Rated Power:	450 hp
Operator:	Andrew Airways Inc.	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	D4NA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PADQ, 73 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:	0853	Direction from Accident Site:	110°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	Calm /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.73 inches Hg	Temperature/Dew Point:	-3° C / -8° C
Precipitation and Obscuration:			
Departure Point:	Kodiak, AK (PADQ)	Type of Flight Plan Filed:	Company VFR
Destination:	Viekoda Bay, AK	Type of Clearance:	None
Departure Time:	0915 AST	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	57.850000, -153.116667

## Administrative Information

**Investigator In Charge (IIC):** Scott Erickson **Report Date:** 06/02/2004

**Additional Participating Persons:** Maurice Hendrickson; FAA-AL-ANC FSDO 03; Anchorage, 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 [pubinq@ntsb.gov](mailto:pubinq@ntsb.gov), or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

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](#).