



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	Igiugig, Alaska	<b>Accident Number:</b>	ANC10CA054
<b>Date &amp; Time:</b>	June 27, 2010, 17:30 Local	<b>Registration:</b>	N9RW
<b>Aircraft:</b>	DEHAVILLAND DHC-2 MK. I(L20A)	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Other work use		

## Analysis

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.

## Probable Cause and Findings

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.

## Findings

<b>Aircraft</b>	Takeoff distance - Related operating info
<b>Personnel issues</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

Takeoff	Collision during takeoff/land (Defining event)
---------	--

### Pilot Information

Certificate:	Commercial	Age:	58,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land; Multi-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	May 5, 2010
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 20, 2009
Flight Time:	5000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N9RW
Model/Series:	DHC-2 MK. I(L20A)	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	1095
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	May 28, 2010 Annual	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	8588 Hrs as of last inspection	Engine Manufacturer:	P&W
ELT:	C91A installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:		Rated Power:	450 Horsepower
Operator:		Operating Certificate(s) Held:	None
Operator Does Business As:	Royal Wolf Lodge	Operator Designator Code:	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	IGG	Distance from Accident Site:	22 Nautical Miles
Observation Time:	17:00 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	Overcast / 1200 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	10 knots / 12 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	8° C / 7° C
Precipitation and Obscuration:			
Departure Point:	Igiugig, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Igiugig, AK	Type of Clearance:	None
Departure Time:	17:30 Local	Type of Airspace:	

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None	Latitude, Longitude:	59.139999, -155.554992

## Administrative Information

Investigator In Charge (IIC):	Lewis, Lawrence
Additional Participating Persons:	Robert M Griffin; FAA FSDO-03; Anchorage, AK
Original Publish Date:	December 20, 2010
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	<a href="https://data.nts.gov/Docket?ProjectID=76451">https://data.nts.gov/Docket?ProjectID=76451</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](#).