

Brief of Accident

Adopted 03/20/2012

ANC10FA100
File No. 29605 08/21/2010 Katmai National Park, AK Aircraft Reg No. N9313Z Time (Local): 14:12 ADT

Make/Model: Dehavilland / DHC-2
Engine Make/Model: P&w / R-985 SERIES
Aircraft Damage: Substantial
Number of Engines: 1

	Fatal	Serious	Minor/None
Crew	1	0	0
Pass	3	0	0

Operating Certificate(s): On-demand Air Taxi
Name of Carrier: Branch River Air Service
Type of Flight Operation: Non-scheduled; Domestic; Passenger Only
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter

Last Depart. Point: Swikshak River, AK
Destination: King Salmon, AK
Airport Proximity: Off Airport/Airstrip

Condition of Light: Day
Weather Info Src: Weather Observation Facility
Basic Weather: Visual Conditions
Lowest Ceiling: 2900 Ft. AGL, Overcast
Visibility: 10.00 SM
Wind Dir/Speed: 040 / 004 Kts
Temperature (°C): 12
Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command Age: 47

Flight Time (Hours)

Certificate(s)/Rating(s)

Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea

Total All Aircraft: 4112

Last 90 Days: 330

Total Make/Model: Unk/Nr

Total Instrument Time: Unk/Nr

Instrument Ratings
Airplane

*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***

The commercial pilot departed a remote, oceanside lagoon in a float-equipped airplane with three passengers on an on-demand air taxi flight in reduced visibility and heavy rain. When the airplane did not reach its destination, the operator reported the airplane overdue. Extensive search-and-rescue efforts along the coast and inland failed to find the wreckage.

After the search ended, small portions of the fragmented airplane washed ashore about 28 miles northeast of the departure lagoon. The remainder of wreckage has not been located despite sonar searches of the ocean near where the wreckage was found. A stowed tent and duffel bag, which were reported to be aboard the airplane, were also found ashore near the wreckage location. The tent and duffel bag exhibited evidence of exposure to a high temperature environment, such as a fire. However, there was no evidence indicating that the fire occurred in flight. The lack of soot on the undamaged areas of the items, as well as the very abrupt demarcation line between the damaged portion and the undamaged material, is consistent with these items floating in the water and being exposed to a fuel fire on the surface of the water, rather than having been exposed to a fire in the airplane's cargo compartment.

Due to the fragmentation of the recovered wreckage, it is likely that the airplane collided with ocean's surface while in flight; however, because the engine and a majority of the wreckage have not been found, the sequence of events leading to the accident could not

Brief of Accident (Continued)

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be determined.

Updated at Mar 20 2012 1:43PM

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OCCURRENCES

Unknown - Missing aircraft

FINDINGS

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

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

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
Undetermined.