



Aviation Investigation Final Report

Location:	Dillingham, Alaska	Accident Number:	ANC18LA047
Date & Time:	June 22, 2018, 17:30 Local	Registration:	N5221G
Aircraft:	DEHAVILLAND DHC-2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 Serious, 3 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

According to the pilot, he was landing a float-equipped airplane in gusty, tailwind conditions on a remote river. After touching down on the water, the airplane bounced, and a gust of wind turned the tail of the airplane about 45° to the left. The airplane then impacted the riverbank, continued onto the shore, and struck trees, which resulted in substantial damage to the airplane.

Probable Cause and Findings

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

The pilot's failure to maintain directional control while landing in gusting wind conditions.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Gusts - Effect on operation
Environmental issues	Tree(s) - Contributed to outcome

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Collision with terr/obj (non-CFIT)

On June 22, 2018, about 1730 Alaska daylight time, a float-equipped de Havilland DHC-2 airplane, N5221G, sustained substantial damage during an impact with trees and terrain, following a loss of directional control during landing, about 53 miles northwest of Dillingham, Alaska. The airplane was registered to and operated by the pilot as a 14 *Code of Federal Regulations* (CFR) Part 91 visual flight rules personal flight when the accident occurred. The private pilot sustained serious injuries, and the three passengers were uninjured. Visual meteorological conditions prevailed, and no flight plan had been filed. The flight departed Naknek Lake, Alaska (5NK) about 1645.

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The pilot reported no mechanical malfunctions or anomalies that would have precluded normal operation.

Pilot Information

Certificate:	Private	Age:	75, Male
Airplane Rating(s):	Single-engine sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Lap only
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	May 18, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 8, 2018
Flight Time:	(Estimated) 3000 hours (Total, all aircraft), 2000 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 5 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N5221G
Model/Series:	DHC-2	Aircraft Category:	Airplane
Year of Manufacture:	1954	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	667
Landing Gear Type:	N/A; Float	Seats:	5
Date/Type of Last Inspection:	May 31, 2018 Annual	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	4 Hrs	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt and Whitney
ELT:	C91 installed, not activated	Engine Model/Series:	R-985
Registered Owner:		Rated Power:	450 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	PADL, 86 ft msl	Distance from Accident Site:	53 Nautical Miles
Observation Time:	00:56 Local	Direction from Accident Site:	191°
Lowest Cloud Condition:	Few / 3400 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	12°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	NAKNEK, AK (5NK)	Type of Flight Plan Filed:	None
Destination:	Dillingham, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 3 None	Latitude, Longitude:	59.920276,-158.184997

Administrative Information

Investigator In Charge (IIC):	Williams, David
Additional Participating Persons:	David Welch; FAA; Anchorage, AK
Original Publish Date:	June 3, 2020
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97567

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](#).