



# Aviation Investigation Final Report

<b>Location:</b>	Ketchikan, Alaska	<b>Accident Number:</b>	GAA18CA321
<b>Date &amp; Time:</b>	June 1, 2018, 11:00 Local	<b>Registration:</b>	N203KL
<b>Aircraft:</b>	DEHAVILLAND BEAVER DHC 2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	6 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 135: Air taxi & commuter - Non-scheduled - Sightseeing		

## Analysis

The pilot reported that, during approach to the ocean bay, the float-equipped airplane encountered very light turbulence. The touchdown was normal, but seconds later he "felt" a strong wind on the airplane's tail from the left that lifted the tail. The front of the right float submerged, and he immediately "pulled back and left" on the controls with no response. Subsequently, the right float struts collapsed, and the right wing impacted the water, the airplane spun about 90° to 120° to the right, the left wing impacted the water, and the airplane came to rest upright on the floats.

The airplane sustained substantial damage to both wings.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

An automated weather observation system about 20 nautical miles from the accident site reported that, about the time of the accident, the wind was from 160° at 9 knots. The pilot landed to the south.

## 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 pitch and directional control during a water landing.

## Findings

<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Crosswind - Response/compensation
<b>Environmental issues</b>	Sudden wind shift - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Aircraft structural failure

### Pilot Information

Certificate:	Airline transport	Age:	43,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 21, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 30, 2018
Flight Time:	(Estimated) 11900 hours (Total, all aircraft), 3000 hours (Total, this make and model), 8900 hours (Pilot In Command, all aircraft), 90 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 5.3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	DEHAVILLAND	<b>Registration:</b>	N203KL
<b>Model/Series:</b>	BEAVER DHC 2 I	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1961	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	1460
<b>Landing Gear Type:</b>	Float	<b>Seats:</b>	9
<b>Date/Type of Last Inspection:</b>	May 1, 2018 Annual	<b>Certified Max Gross Wt.:</b>	5090 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	21240 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>		<b>Rated Power:</b>	450 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	On-demand air taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	Y3RA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PAKT, 76 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	18:53 Local	<b>Direction from Accident Site:</b>	65°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	6 miles
<b>Lowest Ceiling:</b>	Broken / 3200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / Terrain-Induced
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / Light
<b>Altimeter Setting:</b>	29.79 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 7°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Ketchikan, AK	<b>Type of Flight Plan Filed:</b>	Unknown
<b>Destination:</b>	Ketchikan, AK	<b>Type of Clearance:</b>	Unknown
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	6 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	6 Minor, 1 None	<b>Latitude, Longitude:</b>	55.216945,-132.233612(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Lana Boler; FAA; Juneau, AK
<b>Original Publish Date:</b>	November 5, 2018
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97391">https://data.nts.gov/Docket?ProjectID=97391</a>

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