



Aviation Investigation Final Report

Location:	Soldotna, Alaska	Accident Number:	ANC23LA030
Date & Time:	April 22, 2023, 12:45 Local	Registration:	N454FU
Aircraft:	DEHAVILLAND BEAVER DHC-2 MK.1	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	5 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, to avoid excessive wear on the airplane's Bushwheels, he decided to not land on the paved runway and instead he landed on the snow-covered gravel runway. During landing, the airplane decelerated rapidly as the main wheels touched down into the snow. The airplane subsequently nosed over sustaining substantial damage to the right-wing lift struts and rudder. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

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

The pilot's selection of an unsuitable landing site, which resulted in the main landing gear wheels breaking through the snow and the airplane nosing over.

Findings

Personnel issues	Decision making/judgment - Pilot
Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Capability exceeded
Environmental issues	Snow/slush/ice covered surface - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	39,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	August 16, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 31, 2022
Flight Time:	167.3 hours (Total, all aircraft), 42.1 hours (Total, this make and model), 121.6 hours (Pilot In Command, all aircraft), 15.2 hours (Last 90 days, all aircraft), 9.8 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Right
Other Aircraft Rating(s):	Restraint Used: 3-point
Instrument Rating(s):	Second Pilot Present: No
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Center
Other Aircraft Rating(s):	Restraint Used:	Lap only
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Left
Other Aircraft Rating(s):	Restraint Used:	Unknown
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Passenger Information

Certificate:	Age:	
Airplane Rating(s):	Seat Occupied:	Right
Other Aircraft Rating(s):	Restraint Used:	Unknown
Instrument Rating(s):	Second Pilot Present:	No
Instructor Rating(s):	Toxicology Performed:	
Medical Certification:	Last FAA Medical Exam:	
Occupational Pilot:	Last Flight Review or Equivalent:	
Flight Time:		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N454FU
Model/Series:	BEAVER DHC-2 MK.1	Aircraft Category:	Airplane
Year of Manufacture:	1957	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	1193
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	August 4, 2022 Annual	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:	40.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	19126.2 Hrs as of last inspection	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:	On file	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:	PAEN,99 ft msl	Distance from Accident Site:	9 Nautical Miles
Observation Time:	12:53 Local	Direction from Accident Site:	317°
Lowest Cloud Condition:	Scattered / 10000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	240°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.82 inches Hg	Temperature/Dew Point:	5°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Polly Creek, AK	Type of Flight Plan Filed:	None
Destination:	Soldotna, AK	Type of Clearance:	None
Departure Time:	12:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Soldotna Airport SXQ	Runway Surface Type:	Gravel;Snow
Airport Elevation:	100 ft msl	Runway Surface Condition:	Snow
Runway Used:	25S	IFR Approach:	None
Runway Length/Width:	2300 ft / 60 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	60.475522,-151.04341

Administrative Information

Investigator In Charge (IIC):	Ward, Mark
Additional Participating Persons:	Charles(Chip) Versaw; FAA; Kenai, AK
Original Publish Date:	June 6, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=107116

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).