



Aviation Investigation Final Report

Location:	Point Baker, Alaska	Accident Number:	ANC23LA057
Date & Time:	July 25, 2023, 16:30 Local	Registration:	N6782L
Aircraft:	DEHAVILLAND DHC-2 MK. I(L20A)	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Business		

Analysis

The pilot reported that during takeoff in a float-equipped airplane, with left quartering tailwind, a gust of wind resulted in a loss of directional control. He aborted the takeoff but was unable to regain control and the left wing impacted a pole which rotated the airplane to the left and the right wing struck a boat. The airplane sustained substantial damage to both wings. The pilot reported that there were no pre-accident mechanical failures or malfunctions 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 failure to maintain directional control during takeoff with a quartering tailwind.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Tailwind - Effect on operation

Factual Information

History of Flight

Takeoff	Other weather encounter
Takeoff	Loss of control on ground (Defining event)
Takeoff	Attempted remediation/recovery
Takeoff-rejected takeoff	Collision during takeoff/land

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	28, 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):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 23, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 9, 2023
Flight Time:	4200 hours (Total, all aircraft), 1100 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	DEHAVILLAND	Registration:	N6782L
Model/Series:	DHC-2 MK. I(L20A)	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	820
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	R985
Registered Owner:	SEAWIND AVIATION INC	Rated Power:	450 Horsepower
Operator:	SEAWIND AVIATION INC	Operating Certificate(s) Held:	On-demand air taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	APG,107 ft msl	Distance from Accident Site:	35 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	39°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 4600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	18°C / 13°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Point Baker, AK	Type of Flight Plan Filed:	
Destination:	Point Baker, AK	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	56.35186,-133.62258(est)

Administrative Information

Investigator In Charge (IIC):	Hill, Millicent
Additional Participating Persons:	Daniel McMillan; FAA/FSDO; Juneau, AK
Original Publish Date:	February 1, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=192719

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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](#).