



National Transportation Safety Board Aviation Accident Final Report

Location:	KETCHIKAN, AK	Accident Number:	ANC97LA014
Date & Time:	12/12/1996, 0905 AST	Registration:	N67694
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal, 1 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

According to the passenger, he and the pilot had just taken off, and as they were climbing out over an open water portion of a bay, the pilot said, 'here comes a gust.' Reportedly, the pilot added engine power, and the airplane began descending. The right wing started to dip, and the nose started to drop. The pilot had the control yoke turned all the way to the left, then yelled that they were going in. The airplane crashed in the water, and the passenger exited the airplane through the windshield. He did not see the pilot. The deceased pilot was found still strapped in his seat several days later, when a portion of the wreckage was recovered.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: the pilot's inadequate compensation for wind conditions, and failure to maintain adequate airspeed, which resulted in an inadvertent stall and collision with terrain (water). A factor associated with the accident was the gusty wind condition.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) WEATHER CONDITION - GUSTS
2. (C) COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. (C) STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings

5. TERRAIN CONDITION - WATER

Factual Information

On December 12, 1996, at 0905 Alaska standard time, a float equipped DHC-2 Beaver airplane, N67694, registered to and operated by Taquan Air Service of Ketchikan, Alaska, crashed during takeoff from the water near Port Johnson, Alaska, located about 18 miles southwest of Ketchikan. The on demand air taxi flight, operating under 14 CFR Part 135, was departing the location of the accident and the destination was Ketchikan. A company visual flight rules flight plan was in effect and visual meteorological conditions prevailed. The certificated airline transport pilot was fatally injured and the passenger received minor injuries. The airplane sank in 400 feet of water.

According to the company, the passenger stated they had just taken off. They were in the initial climb phase when the right wing started to dip and the nose started to drop. The pilot had the control yoke turned all the way to the left and applied full power. He then yelled that they were going in. The airplane crashed into the water and the passenger exited the airplane through the windshield. He did not see the pilot.

During a telephone interview with the passenger, he stated that there was very little wind or wave action in the takeoff area. The takeoff area is protected by trees and the shoreline. After takeoff, as the pilot flew the airplane and exited the bay from which they took off, the passenger heard the pilot say, "here comes a gust." The passenger stated he could see the ripples on the water as a gust of wind struck the airplane. The engine power increased and the airplane began to descend. Then the right wing pointed at the water and the left wing was pointing at the sky. The passenger does not remember how the airplane struck the water. He exited the airplane after attempting to release his seat belt four times. He exited through the missing windshield.

The airplane was recovered in 411 feet of water near Port Johnson. As the salvage crew raised the airplane, the engine and instrument panel, the entire cockpit section forward of the pilot, broke away and sank. The remainder of the airplane was stored on a barge. The wreckage could not be examined due to the high winds. The barge could not sail across the open water due to the high winds. The wreckage was blown off the barge approximately 5 days later and the wreckage sank. It has not been recovered.

The pilot's remains were discovered still strapped into his seat when the fuselage was recovered.

An autopsy of the pilot was conducted by Dr. M.W. Stewart, 3100 Tongass Avenue, Ketchikan, Alaska.

Pilot Information

Certificate:	Commercial	Age:	48, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/14/1996
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	17800 hours (Total, all aircraft), 8500 hours (Total, this make and model), 17700 hours (Pilot In Command, all aircraft), 200 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N67694
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	924
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	10/29/1996, 100 Hour	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:	87 Hours	Engines:	1 Reciprocating
Airframe Total Time:	20640 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-AN-14B
Registered Owner:	BRIAN AND LOUISE MACMANUS	Rated Power:	450 hp
Operator:	TAQUAN AIR SERVICE	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	FYWA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	20 Miles
Lowest Ceiling:	Broken / 2000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	25 knots / 35 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	Variable	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:	PORT JOHNSON, AK	Type of Flight Plan Filed:	Company VFR
Destination:	, AK (KTN)	Type of Clearance:	None
Departure Time:	0900 AST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 1 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	Report Date:	03/31/1998
Additional Participating Persons:	JIM VUILLE; JUNEAU, AK		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).