

**Brief of Accident**

**Adopted 03/20/2012**

ANC10FA100 File No. 29605	08/21/2010	Katmai National Park, AK	Aircraft Reg No. N9313Z	Time (Local): 14:12 ADT
Make/Model: Dehavilland / DHC-2	Engine Make/Model: P&w / R-985 SERIES	Aircraft Damage: Substantial	Crew	Fatal 1      Serious 0      Minor/None 0
Number of Engines: 1	Operating Certificate(s): On-demand Air Taxi		Pass	3      0      0
Name of Carrier: Branch River Air Service	Type of Flight Operation: Non-scheduled; Domestic; Passenger Only			
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter				
Last Depart. Point: Swikshak River, AK	Destination: King Salmon, AK	Airport Proximity: Off Airport/Airstrip	Condition of Light: Day	Weather Info Src: Weather Observation Facility
			Basic Weather: Visual Conditions	Lowest Ceiling: 2900 Ft. AGL, Overcast
			Visibility: 10.00 SM	Wind Dir/Speed: 040 / 004 Kts
			Temperature (°C): 12	Precip/Obscuration: No Obscuration; No Precipitation

Pilot-in-Command	Age: 47	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 4112
Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea		Last 90 Days: 330
Instrument Ratings		Total Make/Model: Unk/Nr
Airplane		Total Instrument Time: UnK/Nr

\*\*\* Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. \*\*\*

The commercial pilot departed a remote, oceanside lagoon in a float-equipped airplane with three passengers on an on-demand air taxi flight in reduced visibility and heavy rain. When the airplane did not reach its destination, the operator reported the airplane overdue. Extensive search-and-rescue efforts along the coast and inland failed to find the wreckage.

After the search ended, small portions of the fragmented airplane washed ashore about 28 miles northeast of the departure lagoon. The remainder of wreckage has not been located despite sonar searches of the ocean near where the wreckage was found. A stowed tent and duffle bag, which were reported to be aboard the airplane, were also found ashore near the wreckage location. The tent and duffel bag exhibited evidence of exposure to a high temperature environment, such as a fire. However, there was no evidence indicating that the fire occurred in flight. The lack of soot on the undamaged areas of the items, as well as the very abrupt demarcation line between the damaged portion and the undamaged material, is consistent with these items floating in the water and being exposed to a fuel fire on the surface of the water, rather than having been exposed to a fire in the airplane's cargo compartment.

Due to the fragmentation of the recovered wreckage, it is likely that the airplane collided with ocean's surface while in flight; however, because the engine and a majority of the wreckage have not been found, the sequence of events leading to the accident could not

Brief of Accident (Continued)

ANC10FA100  
File No. 29605

08/21/2010

Katmai National Park, AK

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Time (Local): 14:12 ADT

be determined.

Updated at Mar 20 2012 1:43PM

Brief of Accident (Continued)

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OCCURRENCES

Unknown - Missing aircraft

FINDINGS

Not determined-Not determined-(general)-(general)-Unknown/Not determined - C

Findings Legend: (C) = Cause, (F) = Factor

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