



National Transportation Safety Board Aviation Accident Data Summary

Location:	PORT BLAKELY, WA	Accident Number:	SEA00FA001
Date & Time:	10/01/1999, 1445 PDT	Registration:	N9766Z
Aircraft:	de Havilland DHC-2 MARK 1	Injuries:	5 Minor
Flight Conducted Under:	Part 91: General Aviation -		

Analysis

The pilot-in-command (PIC) departed Lake Union seaplane base with four British Broadcasting Company passengers aboard the DeHavilland DHC-2 'Beaver.' The passengers were engaged in aerial videography of an east/west geological fault line crossing from south Seattle through Blakely Harbor near the south end of Bainbridge Island. An onboard video recorder captured a voice instructing 'Keep as low as you can and slow as you can while we're doing this please... .' The PIC's first pass over the south end of Bainbridge Island was uneventful and the aircraft was maneuvered for a second pass. The PIC reported that approaching the upsloping, tree covered terrain he applied climb flaps and power but shortly thereafter realized the climb rate was less than he expected. He attempted a shallow left turn towards downsloping terrain and then leveled the wings as the aircraft descended into the treetops. The scenario was corroborated by two onboard video recordings. The pilot reported no powerplant or control system malfunction during the accident flight. He also reported encountering a downdraft condition over the tree covered terrain. Winds remained below 12 knots throughout the day at reporting stations near the accident site, and the video recordings showed no wind streaking and only sporadic whitecaps on the surface of Puget Sound during the transit from Seattle to the south end of Bainbridge Island.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot-in-command's failure to maintain adequate clearance from trees/terrain. Contributing factors were rising terrain and trees.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: CLIMB

Findings

1. (F) TERRAIN CONDITION - RISING
2. (F) OBJECT - TREE(S)
3. (C) ALTITUDE/CLEARANCE - INADEQUATE - PILOT IN COMMAND

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

Pilot Information

Certificate:	Flight Instructor; Commercial	Age:	43
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	Airplane Single-engine; Instrument Airplane
Flight Time:	1829 hours (Total, all aircraft), 240 hours (Total, this make and model), 1782 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 88 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N9766Z
Model/Series:	DHC-2 MARK 1 DHC-2 MARK	Engines:	1 Reciprocating
Operator:	KENMORE AIR HARBOR, INC.	Engine Manufacturer:	P&W
Operating Certificate(s) Held:	On-demand Air Taxi (135)	Engine Model/Series:	R-985-AN1
Flight Conducted Under:	Part 91: General Aviation -		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	SEA, 429 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None / 0 ft agl	Wind Speed/Gusts, Direction:	6 knots / , 330°
Temperature:	16° C	Visibility	10 Miles
Precipitation and Obscuration:			
Departure Point:	SEATTLE, WA (0W0)	Destination:	

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	4 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Adopted Date:	05/17/2001
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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.

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