



National Transportation Safety Board Aviation Accident Final Report

Location:	BARROW, AK	Accident Number:	ANC83LA158
Date & Time:	09/01/1983, 1415 AKD	Registration:	N5147G
Aircraft:	de Havilland DHC-2, MK-1	Aircraft Damage:	Substantial
Defining Event:		Injuries:	5 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE ACFT COLLIDED WITH A DITCH DURING LANDING. THE SANDBAR USED FOR LANDING HAD A LIGHT COVERING OF SNOW AND A DITCH WAS OBTSCURED BY THE SNOW. DURING LANDING ROLLOUT THE ACFT COLLIDED WITH THE DITCH AND ONE OF THE MAIN LANDING GEAR COLLAPSED. NO MECHANICAL MALFUNCTIONS WERE INVOLVED IN THIS ACCIDENT.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
 2. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - NOT IDENTIFIED - PILOT IN COMMAND
 3. (C) INFORMATION INSUFFICIENT - PILOT IN COMMAND
 4. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 5. (F) TERRAIN CONDITION - DITCH
-

Occurrence #2: MAIN GEAR COLLAPSED
Phase of Operation: LANDING - ROLL

Findings

6. (F) LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	43, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):		Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	07/19/1983
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5448 hours (Total, all aircraft), 38 hours (Total, this make and model), 5053 hours (Pilot In Command, all aircraft), 209 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N5147G
Model/Series:	DHC-2, MK-1 DHC-2, MK-	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	373FM187L
Landing Gear Type:	Tailwheel	Seats:	5
Date/Type of Last Inspection:	09/27/1982, 100 Hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	79 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7138 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R985-AN14B
Registered Owner:	CAPE SMYTHE AIR SERVICE, INC.	Rated Power:	
Operator:	CAPE SMYTHE AIR SERVICE, INC.	Operating Certificate(s) Held:	On-demand Air Taxi (135)

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	10 Miles
Lowest Ceiling:	Broken / 1500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots / 15 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-4° C
Precipitation and Obscuration:			
Departure Point:	BARROW, AK (BRW)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1156 ADT	Type of Airspace:	Class G

Airport Information

Airport:	UMIAT (UMT)	Runway Surface Type:	Gravel; Snow
Airport Elevation:	500 ft	Runway Surface Condition:	Snow--wet
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full Stop; Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	4 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	5 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	RONALD E MICKLE	Report Date:	
Additional Participating Persons:			
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 pubinq@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](#).