



# National Transportation Safety Board Aviation Accident Data Summary

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

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## Analysis

THE ACFT COLLIDED WITH A DITCH DURING LANDING. THE SANDBAR USED FOR LANDING HAD A LIGHT COVERING OF SNOW AND A DITCH WAS OBSCURED 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

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

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

### Findings

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

## Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	43
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Single-engine; Instrument Airplane
<b>Flight Time:</b>	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

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N5147G
<b>Model/Series:</b>	DHC-2, MK-1 DHC-2, MK-	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	CAPE SMYTHE AIR SERVICE, INC.	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	R985-AN14B
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	, 0 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Broken / 1500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	8 knots / 15 knots, 270°
<b>Temperature:</b>	-4° C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	BARROW, AK (BRW)	<b>Destination:</b>	

## Airport Information

<b>Airport:</b>	UMIAT (UMT)	<b>Runway Surface Type:</b>	Gravel; Snow
<b>Runway Used:</b>	0	<b>Runway Surface Condition:</b>	Snow--wet
<b>Runway Length/Width:</b>			

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC): RONALD E MICKLE

Adopted 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](mailto: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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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.