



National Transportation Safety Board Aviation Accident Data Summary

Location:	Port Townsend, WA	Accident Number:	SEA06LA112
Date & Time:	06/01/2006, 0830 PDT	Registration:	N606KA
Aircraft:	de Havilland DHC-3T	Injuries:	11 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

The airplane was on a company activated visual flight rules (VFR) flight plan over ocean water. The pilot said the weather conditions deteriorated with a lowering ceiling and visibility. He said that the water condition was glassy smooth with no visual definition, and this condition made it increasingly difficult to be sure he was maintaining forward visibility. He began to turn back to better VFR conditions, but conditions worsened; he believed that he inadvertently entered a fog bank. He elected to perform a precautionary landing on the water. He said that with no visual definition, he misjudged his altitude, and landed hard. The airplane's fuselage was bent/deformed, the fuselage skin was wrinkled, and the dorsal stabilizer was bent/wrinkled. At 0655, the weather conditions approximately 14 nautical miles north of the precautionary landing site were: wind calm; visibility 7 statute miles with shallow fog; cloud condition 900 feet scattered, 2,000 feet scattered, 5,000 feet broken and 20,000 feet broken; temperature 55 degrees Fahrenheit; dew point 54 degrees Fahrenheit; altimeter setting 29.95 inches. The pilot reported that at the time of the attempted landing, the visibility was zero, the wind condition was zero, and the ceiling was zero.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's misjudgment of the airplane's height above the water during a precautionary landing which resulted in a hard landing. Contributing factors were glassy water conditions, fog, and the pilot's inadvertent VFR flight into IMC.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2: HARD LANDING
Phase of Operation: LANDING

Findings

3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

4. (F) TERRAIN CONDITION - WATER, GLASSY
 5. (C) DISTANCE/ALTITUDE - MISJUDGED - PILOT IN COMMAND

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	58
Airplane Rating(s):	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	26920 hours (Total, all aircraft), 5275 hours (Total, this make and model), 26420 hours (Pilot In Command, all aircraft), 100 hours (Last 90 days, all aircraft), 75 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	de Havilland	Registration:	N606KA
Model/Series:	DHC-3T	Engines:	1 Turbo Prop
Operator:	Kenmore Air Harbor, Inc.	Engine Manufacturer:	Pratt & Whitney Canada
Air Carrier Operating Certificate:	None	Engine Model/Series:	PT6-135
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Meteorological Information and Flight Plan

Observation Facility, Elevation:		Weather Information Source:	Pilot
Conditions at Accident Site:	Instrument Conditions	Lowest Ceiling:	Indefinite (V V) / 0 ft agl
Condition of Light:	Day	Wind Speed/Gusts, Direction:	
Temperature:	14°C / 12°C	Visibility	0 Miles
Precipitation and Obscuration:	Moderate - Fog		
Departure Point:	Seattle, WA (W55)	Destination:	Victoria (CYWH)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	10 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None

Administrative Information

Investigator In Charge (IIC): James F Struhsaker

Adopted Date: 01/31/2007

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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