



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Illiamna, AK	<b>Accident Number:</b>	ANC14CA057
<b>Date &amp; Time:</b>	08/01/2014, 0645 AKD	<b>Registration:</b>	N87808
<b>Aircraft:</b>	DEHAVILLAND BEAVER DHC 2	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Landing area overshoot	<b>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot was landing a float-equipped airplane at a remote lake, during glassy water conditions. Glassy water landings usually consume a considerable landing area. The pilot stated that during the landing, the airplane touched down in the typical area as in previous landings; however, the airplane remained on the step (the float/hull is supported on top of the water surface as opposed to plowing through it) longer than usual and the floats subsequently impacted the shoreline. The airplane sustained substantial damage to the fuselage. The pilot stated that there were no preaccident mechanical malfunctions or anomalies that would have precluded normal operation.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadequate landing technique that resulted in a landing area overrun. Contributing was the glassy water conditions.

## Findings

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<b>Aircraft</b>	Pitch control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Pilot (Cause) Incorrect action performance - Pilot (Cause)
<b>Environmental issues</b>	Glassy surface - Effect on operation (Factor)

## Factual Information

### History of Flight

Approach	Miscellaneous/other
Landing-landing roll	Landing area overshoot (Defining event) Collision during takeoff/land

### Pilot Information

Certificate:	Airline Transport; Commercial	Age:	64
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	05/06/2014
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	06/17/2014
Flight Time:	17000 hours (Total, all aircraft), 2400 hours (Total, this make and model), 17000 hours (Pilot In Command, all aircraft), 206 hours (Last 90 days, all aircraft), 134 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DEHAVILLAND	Registration:	N87808
Model/Series:	BEAVER DHC 2 MARKI	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	56-0408
Landing Gear Type:	Float;	Seats:	8
Date/Type of Last Inspection:	07/21/2014, 100 Hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:	49 Hours	Engines:	1 Reciprocating
Airframe Total Time:	12575 Hours	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	R-985-AN-14B
Registered Owner:	Katmai Air LLC	Rated Power:	450 hp
Operator:	KATMAI AIR LLC	Air Carrier Operating Certificate:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	Katmai Air and Kulik Lodge	Operator Designator Code:	ENFA

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PAIG, 90 ft msl	Observation Time:	1556 UTC
Distance from Accident Site:	30 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	284°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	12° C / 11° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	
Altimeter Setting:	30.24 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kulik, AK (LKK)	Type of Flight Plan Filed:	Company VFR
Destination:	Illiamna, AK	Type of Clearance:	VFR
Departure Time:	0630 AKD	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	7 None		

## Administrative Information

Investigator In Charge (IIC):	Mitchell F Gallo	Adopted Date:	12/15/2014
Additional Participating Persons:	Larry Hammerbeck; Federal Aviation Administration; ANC FSDO; Anchorage, AK		
Publish Date:	10/09/2015		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89791">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=89791</a>		

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