



# National Transportation Safety Board Aviation Accident Data Summary

<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>Injuries:</b>	7 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## 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.

## Flight Events

Approach - Miscellaneous/other  
Landing-landing roll - Landing area overshoot  
Landing-landing roll - Collision during takeoff/land

## Probable Cause

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

Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Pitch control-Not attained/maintained - C  
Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C  
Personnel issues-Action/decision-Action-Incorrect action performance-Pilot - C  
Environmental issues-Physical environment-Runway/land/takeoff/taxi surface-Glassy-Effect on operation - F

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	64
<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>	None	<b>Instructor Rating(s):</b>	Airplane Single-engine
<b>Flight Time:</b>	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

<b>Aircraft Manufacturer:</b>	DEHAVILLAND	<b>Registration:</b>	N87808
<b>Model/Series:</b>	BEAVER DHC 2 MARKI	<b>Engines:</b>	1 Reciprocating
<b>Operator:</b>	KATMAI AIR LLC	<b>Engine Manufacturer:</b>	Pratt & Whitney
<b>Air Carrier Operating Certificate:</b>	Commuter Air Carrier (135); On-demand Air Taxi (135)	<b>Engine Model/Series:</b>	R-985-AN-14B
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

## Meteorological Information and Flight Plan

<b>Observation Facility, Elevation:</b>	PAIG, 90 ft msl	<b>Weather Information Source:</b>	Weather Observation Facility
<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Lowest Ceiling:</b>	None
<b>Condition of Light:</b>	Day	<b>Wind Speed/Gusts, Direction:</b>	Calm
<b>Temperature:</b>	12°C / 11°C	<b>Visibility</b>	10 Miles
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Kulik, AK (LKK)	<b>Destination:</b>	Illiamna, AK

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	6 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mitchell F Gallo	<b>Adopted Date:</b>	12/15/2014
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<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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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.