



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Arctic Village, AK	<b>Accident Number:</b>	ANC15CA075
<b>Date &amp; Time:</b>	09/03/2015, 1300 AKD	<b>Registration:</b>	N55WE
<b>Aircraft:</b>	DEHAVILLAND BEAVER DHC 2 MK.1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Business		

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## Analysis

The pilot reported that while departing in a tailwheel-equipped airplane, from a rough and uneven tundra-covered off-airport site, it failed to gain sufficient airspeed, and he aborted the takeoff. The airplane's main wheels sunk into the soft tundra-covered terrain, and the airplane subsequently nosed over, sustaining substantial damage to the wings. The pilot stated that there were no preaccident mechanical anomalies with the airplane 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 selection of an unsuitable, off-airport site, which resulted in a nose over.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot (Cause)
<b>Environmental issues</b>	Terrain - Contributed to outcome Terrain - Decision related to condition

## Factual Information

### History of Flight

Takeoff-rejected takeoff	Nose over/nose down (Defining event) Collision with terr/obj (non-CFIT)
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### Pilot Information

Certificate:	Commercial	Age:	53, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With Waivers/Limitations	Last Medical Exam:	05/13/2015
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	09/01/2014
Flight Time:	3500 hours (Total, all aircraft), 350 hours (Total, this make and model), 3400 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DEHAVILLAND	Registration:	N55WE
Model/Series:	BEAVER DHC 2 MK.1 MARKI	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	273
Landing Gear Type:	Tailwheel	Seats:	
Date/Type of Last Inspection:	07/27/2015, 100 Hour	Certified Max Gross Wt.:	5600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	13981.9 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985 SERIES
Registered Owner:	KRUSE JEFF	Rated Power:	450 hp
Operator:	KRUSE JEFF	Air Carrier Operating Certificate:	On-demand Air Taxi (135)
Operator Does Business As:	Bushwhacker Air Service	Operator Designator Code:	

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	PARC	Observation Time:	2056 UTC
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	10°C / -2°C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 40°	Visibility (RVR):	
Altimeter Setting:	30.08 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Arctic Village, AK	Type of Flight Plan Filed:	None
Destination:	Arctic Village, AK	Type of Clearance:	None
Departure Time:	1255 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

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

## Administrative Information

Investigator In Charge (IIC):	David B Banning	Adopted Date:	03/14/2016
Additional Participating Persons:	Scott Brown; Federal Aviation Administration; Fairbanks, AK		
Publish Date:	03/14/2016		
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=92464">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=92464</a>		

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.