



# National Transportation Safety Board Aviation Accident Final Report

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|                                |   |                         |             |
|--------------------------------|---|-------------------------|-------------|
| <b>Location:</b>               | Ketchikan, AK                             | <b>Accident Number:</b> | GAA17CA200  |
| <b>Date &amp; Time:</b>        | 03/22/2017, 0735 AKD                      | <b>Registration:</b>    | N264P       |
| <b>Aircraft:</b>               | DEHAVILLAND DHC-2                         | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Collision during takeoff/land             | <b>Injuries:</b>        | 3 None      |
| <b>Flight Conducted Under:</b> | Part 135: Air Taxi & Commuter - Scheduled |                         |             |

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## Analysis

The pilot of the float-equipped airplane reported that, before the takeoff, he taxied "out a little farther than normal" due to another airplane taxiing in the waterway. He added that, as he advanced the throttle, his forward view changed as the airplane came onto step position and that he subsequently saw a buoy in the takeoff path. The pilot immediately aborted the takeoff, but the right wing impacted the buoy. The pilot taxied back to the dock without further incident.

The right wing sustained substantial damage.

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 floatplane pilot's failure to avoid a buoy during takeoff.

## Findings

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|                             |   |
|-----------------------------|---|
| <b>Personnel issues</b>     | Task monitoring/vigilance - Pilot (Cause) |
| <b>Environmental issues</b> | Sign/marker - Effect on operation (Cause) |

## Factual Information

### History of Flight

|         |  |
|---------|--|
| Takeoff | Collision during takeoff/land (Defining event) |
|---------|--|

### Pilot Information

|                           |   |                                   |            |
|---------------------------|---|-----------------------------------|------------|
| Certificate:              | Commercial  | Age:                              | 29, Male   |
| Airplane Rating(s):       | Single-engine Land; Single-engine Sea   | Seat Occupied:                    | Left       |
| Other Aircraft Rating(s): | None  | Restraint Used:                   | 3-point    |
| Instrument Rating(s):     | Airplane  | Second Pilot Present:             | No         |
| Instructor Rating(s):     | None  | Toxicology Performed:             | No         |
| Medical Certification:    | Class 2 Without Waivers/Limitations   | Last FAA Medical Exam:            | 03/06/2017 |
| Occupational Pilot:       | Yes   | Last Flight Review or Equivalent: | 03/22/2016 |
| Flight Time:              | (Estimated) 1749 hours (Total, all aircraft), 994 hours (Total, this make and model), 1700 hours (Pilot In Command, all aircraft), 109 hours (Last 90 days, all aircraft), 53 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft) |                                   |            |

### Aircraft and Owner/Operator Information

|                               |                                 |                                |  |
|-------------------------------|---------------------------------|--------------------------------|--|
| Aircraft Make:                | DEHAVILLAND                     | Registration:                  | N264P  |
| Model/Series:                 | DHC-2 MK1                       | Aircraft Category:             | Airplane   |
| Year of Manufacture:          | 1952                            | Amateur Built:                 | No   |
| Airworthiness Certificate:    | Normal                          | Serial Number:                 | 464  |
| Landing Gear Type:            | Float;                          | Seats:                         | 7  |
| Date/Type of Last Inspection: | 03/15/2017, Annual              | Certified Max Gross Wt.:       | 5090 lbs   |
| Time Since Last Inspection:   |                                 | Engines:                       | 1 Reciprocating                                      |
| Airframe Total Time:          | 32717 Hours at time of accident | Engine Manufacturer:           | Pratt & Whitney                                      |
| ELT:                          | C91A installed, not activated   | Engine Model/Series:           | R985AN14B  |
| Registered Owner:             | RADIAL POWER ENTERPRISES LLC.   | Rated Power:                   | 450 hp   |
| Operator:                     | Pacific Airways                 | Operating Certificate(s) Held: | Commuter Air Carrier (135); On-demand Air Taxi (135) |

## Meteorological Information and Flight Plan

|                                  |                      |   |                  |
|----------------------------------|----------------------|---|------------------|
| Conditions at Accident Site:     | Visual Conditions    | Condition of Light:                     | Day              |
| Observation Facility, Elevation: | PAKT, 0 ft msl       | Distance from Accident Site:            | 0 Nautical Miles |
| Observation Time:                | 1553 UTC             | Direction from Accident Site:           | 0°               |
| Lowest Cloud Condition:          | Few / 400 ft agl     | Visibility                              | 10 Miles         |
| Lowest Ceiling:                  | Broken / 2300 ft agl | Visibility (RVR):                       |                  |
| Wind Speed/Gusts:                | Calm /               | Turbulence Type<br>Forecast/Actual:     | / None           |
| Wind Direction:                  |                      | Turbulence Severity<br>Forecast/Actual: | / N/A            |
| Altimeter Setting:               | 29.46 inches Hg      | Temperature/Dew Point:                  | 2° C / 2° C      |
| Precipitation and Obscuration:   | Light - Rain         |   |                  |
| Departure Point:                 | Ketchikan, AK (5KE)  | Type of Flight Plan Filed:              | Company VFR      |
| Destination:                     | HOLLIS, AK (HYL)     | Type of Clearance:                      | None             |
| Departure Time:                  | 0735 AKD             | Type of Airspace:                       | Class E          |

## Airport Information

|                      |                        |                           |             |
|----------------------|------------------------|---------------------------|-------------|
| Airport:             | KETCHIKAN HARBOR (5KE) | Runway Surface Type:      | Water       |
| Airport Elevation:   | 0 ft                   | Runway Surface Condition: | Water--calm |
| Runway Used:         | W                      | IFR Approach:             | None        |
| Runway Length/Width: | 3893 ft / 1000 ft      | VFR Approach/Landing:     | None        |

## Wreckage and Impact Information

|                     |        |                      |                              |
|---------------------|--------|----------------------|------------------------------|
| Crew Injuries:      | 1 None | Aircraft Damage:     | Substantial                  |
| Passenger Injuries: | 2 None | Aircraft Fire:       | None                         |
| Ground Injuries:    | N/A    | Aircraft Explosion:  | None                         |
| Total Injuries:     | 3 None | Latitude, Longitude: | 55.344444, -131.663333 (est) |

## Administrative Information

|                                   |   |              |            |
|-----------------------------------|---|--------------|------------|
| Investigator In Charge (IIC):     | Adam M Gerhardt   | Report Date: | 06/07/2017 |
| Additional Participating Persons: | Thomas Tilson; FAA FSDO; Juneau, AK   |              |            |
| Publish Date:                     | 06/07/2017  |              |            |
| 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=94905">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=94905</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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).