



National Transportation Safety Board Aviation Accident Final Report

Location:	Mountain Village, AK	Accident Number:	GAA19CA563
Date & Time:	09/22/2019, 1450 AKD	Registration:	N77KZ
Aircraft:	De Havilland BEAVER DHC 2	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	3 None
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

The pilot in the float-equipped airplane reported that he did not extend the flaps before he accelerated for takeoff from a lake. He added that, shortly after coming on step, he rolled the ailerons left and applied back pressure to the elevator to "become airborne." However, the airplane did not become airborne, and the floats subsequently impacted the shoreline. The airplane then bounced, skidded to a stop, impacted rising terrain, and came to rest upright.

The airplane sustained substantial damage to the left elevator.

The pilot reported that he had not maintained a sterile cockpit during takeoff and that he failed to complete the Before Takeoff checklist.

The pilot reported that there were no 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 pilot's improper takeoff configuration due to distraction, which resulted in the airplane's failure to become airborne and its subsequent collision with rising terrain. Contributing to the accident was the pilot's failure to use the Before Takeoff checklist.

Findings

Aircraft	LE flap control system - Incorrect use/operation (Cause)
Personnel issues	Use of equip/system - Pilot (Cause) Attention - Pilot (Cause) Use of checklist - Pilot (Factor)
Environmental issues	Rough terrain - Effect on operation

Factual Information

History of Flight

Prior to flight	Miscellaneous/other
Takeoff	Loss of control on ground (Defining event) Abnormal runway contact Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial	Age:	32, 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 Without Waivers/Limitations	Last FAA Medical Exam:	11/26/2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	08/29/2019
Flight Time:	(Estimated) 2200 hours (Total, all aircraft), 830 hours (Total, this make and model), 2100 hours (Pilot In Command, all aircraft), 250 hours (Last 90 days, all aircraft), 150 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	De Havilland	Registration:	N77KZ
Model/Series:	BEAVER DHC 2 No Series	Aircraft Category:	Airplane
Year of Manufacture:	1955	Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	950
Landing Gear Type:	Float;	Seats:	3
Date/Type of Last Inspection:	09/14/2019, 100 Hour	Certified Max Gross Wt.:	5370 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	9333.6 Hours at time of accident	Engine Manufacturer:	Pratt & Whitney
ELT:	C126 installed, not activated	Engine Model/Series:	R-985-AN-14B
Registered Owner:	On file	Rated Power:	450 hp
Operator:	On file	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:		Operator Designator Code:	R59C

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	PAMO, 337 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	2302 UTC	Direction from Accident Site:	357°
Lowest Cloud Condition:	Few / 2500 ft agl	Visibility	10 Miles
Lowest Ceiling:	Overcast / 3800 ft agl	Visibility (RVR):	
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	9° C / 4° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mountain Village, AK	Type of Flight Plan Filed:	Company VFR
Destination:	Mountain Village, AK	Type of Clearance:	None
Departure Time:	1500 AKD	Type of Airspace:	Class G

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:	61.934722, -163.664167 (est)

Administrative Information

Investigator In Charge (IIC):	Michael A Hicks	Report Date:	02/11/2020
Additional Participating Persons:	Doug Epps; FAA; Anchorage, AK		
Publish Date:	02/11/2020		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.ntsb.gov/pubdms/search/dockList.cfm?mKey=100325		

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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](#).