

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 03/23/2010

ANC09LA022
File No. 26411 02/20/2009 Kenai, AK Aircraft Reg No. N5342G Time (Local): 15:15 AST

Make/Model:	Dehavilland / DHC-2 / U-6A	Fatal	0	Serious	0	Minor/None	2
Engine Make/Model:	Pratt & Whitney / R-985	Crew	0				
Aircraft Damage:	Substantial	Pass	0		0		1
Number of Engines:	1						
Operating Certificate(s):	None						
Name of Carrier:	Civil Air Patrol - Alaska Wing						
Type of Flight Operation:	Instructional; Non-scheduled; Domestic; Passenger Only						
Reg. Flight Conducted Under:	Part 91: General Aviation						

Last Depart. Point:	Kenai, AK	Condition of Light:	Day
Destination:	Local Flight, AK	Weather Info Src:	Weather Observation Facility
Airport Proximity:	Off Airport/Airstrip	Basic Weather:	Visual Conditions
		Lowest Ceiling:	None
		Visibility:	10.00 SM
		Wind Dir/Speed:	190 / 003 Kts
		Temperature (°C):	-1
		Precip/Obscuration:	No Obscuration; No Precipitation

Pilot-in-Command	Age: 63	Flight Time (Hours)
Certificate(s)/Rating(s)		Total All Aircraft: 14300
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land; Single-engine Sea; Helicopter		Last 90 Days: 15
		Total Make/Model: 9000
Instrument Ratings		Total Instrument Time: 144
Airplane		

*** Note: NTSB investigators may not have traveled in support of this investigation and used data provided by various sources to prepare this aircraft accident report. ***

The certificated flight instructor was familiarizing the second pilot with ski operations in a ski-equipped airplane during an instructional flight. The flight instructor reported that he took the flight controls from the second pilot to demonstrate a touch-and-go landing on a frozen, snow-covered lake. After landing to the east, the instructor said that he kept the tail of the airplane up and the airspeed just below flying speed in order to make ski tracks on the lake to check the snow conditions. About midway along the lake the instructor added full engine power and the airplane became airborne but failed to climb sufficiently to avoid colliding with an area of rising, tree-covered terrain at the departure end of the lake. The airplane sustained substantial damage to the wings, fuselage, and empennage. Postaccident examination revealed no preaccident mechanical anomalies. The instructor noted that after the accident he noticed occasional strong gusts of wind from the west.

Updated at Mar 23 2010 5:08PM

Brief of Accident (Continued)

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02/20/2009

Kenai, AK

Aircraft Reg No. N5342G

Time (Local): 15:15 AST

OCCURRENCES

Takeoff - Collision during takeoff/land

FINDINGS

Personnel issues-Action/decision-Info processing/decision-Decision making/judgment-Instructor/check pilot - C

Aircraft-Aircraft oper/perf/capability-(general)-(general)-Capability exceeded

Environmental issues-Physical environment-Terrain-Sloped/uneven-Decision related to condition - C

Environmental issues-Conditions/weather/phenomena-Wind-Tailwind-Decision related to condition - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor's decision to attempt a touch-and-go landing toward rising terrain and with a tailwind, resulting in an in-flight collision with terrain during takeoff.