

 <b>National Transportation Safety Board</b> <b>PRELIMINARY REPORT</b> <b>AVIATION</b>		NTSB ID: ANC12GA114		Most Critical Injury: None		
		Occurrence Date: 09/30/2012		Investigated By: NTSB		
		Occurrence Type: Accident				
Location/Time						
Nearest City/Place		State	Zip Code	Local Time	Time Zone	
Anchorage		AK	99502	1550	ADT	
Aircraft Information						
Registration Number		Aircraft Manufacturer		Model/Series Number		
N745		QUEST AIRCRAFT COMPANY LLC		KODIAK 100		
Type of Aircraft: Airplane			Amateur Built Aircraft? No			
Injury Summary:		Fatal	Serious	Minor	None	1
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No			
Narrative						
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:						
<p>*** Note: : NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this public aircraft accident report. ***</p> <p>On September 30, 2012 about 1550 Alaska daylight time, an amphibious float-equipped Quest Aircraft Kodiak 100 airplane, N745, sustained substantial damage while landing at the Lake Hood Seaplane Base, Anchorage, Alaska. The airplane was being operated as a visual flight rules (VFR) cross-country government flight, under Title 14, CFR Part 91, when the accident occurred. The airplane was operated by the U.S. Department of Interior, U.S. Fish and Wildlife Service. The commercial certificated pilot, the sole occupant, was not injured. Visual meteorological conditions prevailed, and a VFR flight plan had been filed. The flight originated at the King Salmon Airport, King Salmon, Alaska, about 1300, and had completed a planned stop in Kenai, Alaska, before continuing to Anchorage, the flights final destination for the day.</p> <p>During an interview with the National Transportation Safety Board investigator-in-charge (IIC) on October 2, the pilot said the accident flight originated at the King Salmon Airport, stopped briefly in Kenai, and continued to Anchorage. Before landing, the pilot said she configured the airplane for a water landing, by confirming the wheels were in the up position. She noted that her airspeed during the approach to the lake was slightly faster than normal. During touchdown, the airplane veered to the left, and then to the right. The airplane then veered violently to the right, as though it "caught a float" and the right wing struck the water. The airplane then pivoted abruptly to the right, cartwheeled, and the wreckage began to sink.</p> <p>The pilot stated that there were no pre-accident anomalies with the airplane. The airplane sustained substantial damage to the wings, empennage, and fuselage during the accident.</p> <p>The accident airplane was equipped with a set of Wipline 7000 amphibious floats, which were designed specifically for the Quest Kodiak 100 airplane. A postaccident inspection confirmed that the wheels were in the up position.</p> <p>The closest weather reporting facility is Anchorage International Airport, approximately 1 mile west of the accident site. About 8 minutes after the accident, at 2353, an aviation routine weather report (METAR) at Anchorage, Alaska, reported wind calm, visibility, 10 statute miles, few clouds at 6000 feet, scattered clouds at 13,000 feet, scattered clouds at 20,000 feet, temperature, 45 degrees F; dew point 29 degrees F; altimeter, 30.02 inHG.</p> <p>At the time of the accident a pilot rated witness standing on the north shoreline of Lake Spenard stated the airplane appeared to touchdown in a slight nose-low attitude. After touchdown the airplane veered left and right, and rolled from side-to-side. The airplane nosed over abruptly, and came to rest inverted.</p>						
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**PRELIMINARY REPORT**

**AVIATION**



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Narrative (Continued)

Updated on Oct 12 2012 2:11PM

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<b>Other Aircraft Involved</b>		
Registration Number	Aircraft Manufacturer	Model/Series Number

<b>Accident Information</b>	
Aircraft Damage: <b>Substantial</b>	Accident Occurred During:

Crew	Name	Certificate No.	Injury	
Pilot			None	
2				
3				
4				
5				
6				

<b>Operator Information</b>				
Name U.S. Fish and Wildlife Service	Operator Designator Code	Doing Business As		
Street Address	City	State	Zip Code	
-Type of Certificate(s) Held: None				
Air Carrier Operating Certificate(s):				
Operating Certificate:		Operator Certificate:		
Regulation Flight Conducted Under: <b>Public Use</b>				
Type of Flight Operations Conducted: <b>Public Use</b>				

<b>Flight Plan/Itinerary</b>				
Type of Flight Plan Filed: VFR				
Last Departure Point Kenai	State AK	Airport Identifier		
Destination Same as Accident/Incident Location	State	Airport Identifier PALH		

<b>Weather Information</b>				
Investigator's Source:	Facility ID:	Observation Time (Local):		
Sky/Lowest Cloud Condition:		Ft. AGL		
Lowest Ceiling:	Ft. AGL	Visibility:	SM	Altimeter: "Hg

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**Weather Information** (Continued from page 2)

Temperature: °C	Dew Point: °C	Wind Direction:	
Wind Speed: Kts.	Gusts: Kts.	Weather Conditions at Accident Site:	

**Administration Data**

Notification From FAA Alaskan Regional Operation	Date
FAA District Office/Coordinator Federal Aviation Administration Tony Fischer	Investigator-In-Charge (IIC) David B. Banning

*(This area is intentionally left blank for additional information or comments.)*