



## **MEMORANDUM FOR RECORD – ON-SCENE**

**Brice Banning**  
**Senior Aviation Accident Investigator**  
**Alaska Region**

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**Date: 10/20/2021**  
**NTSB Accident Number: ANC20LA069**

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### **Party Member Examinations**

The following Party Members traveled and conducted the on-scene portion of the investigation.

1. John Mills, Department of the Interior, Office of Aviation Services
2. Kirk Rothwell, Department of the Interior, Bureau of Land Management
3. Jesse Weaver, Dauntless Air
4. Richard Simpson, Dauntless Air
5. Jeff Hauck, Fireboss LLC

The following are notes from the on-scene investigation:

- The airplane impacted the shoreline at about a 45° angle and traveled about 30 ft before the right wing impacted a large Birch tree. The airplane then pivoted about 90° before sliding about 50 ft to the left. The left float struck a stump and separated from the fuselage. The airplane came to rest sitting atop its sheared left float.
- The wings and ailerons sustained impact damage which precluded an operational check of the ailerons.
- The flaps were found in the 10° - 15° down position.
- The rudder, elevators and all four finlets were undamaged and remained attached to their respective attach points.
- Control continuity was established for all flight and engine controls.
- An operational check of all the flight and engine controls was completed except for the ailerons.

- The power lever was found in full beta, the prop lever in feather, the fuel lever in the shut off position, the fire gate was in the closed position.
- The hydraulic system had pressure and was operational when power was applied.
- All four-landing gear were in the up and locked position and four blue lights illuminated on the selector head when power was applied.
- The scoops/probes were in the up position with no visual evidence of being jammed.
- All of the scoop/probe and gear hydraulic lines remained attached to their respective attach points.
- The RH scoop was full of debris consistent with impacting the shoreline.
- The LH scoop contained a limited quantity of debris.
- A hole in the mud about 1.5 ft deep was present underneath the propeller. Consistent with the propeller striking the ground.
- All of the propeller blades were facing backwards, with three blades loose in the propeller hub.
- When power was applied the scopes operated normally.
- About 20 cycles were run on the scoops with them deploying and retracting simultaneously every time.
- Each cycle produced an illuminated asymmetric scoop light due to severed wiring at the wiring harness connection in the left float.
- No preaccident mechanical failures or malfunctions were observed that would have precluded normal operations.
- The MVP50 and Garmin 796 were removed. (See Engine Monitoring Device – Specialists Factual Report and GPS Device – Email Report.)

End of Record