

**Transportation Safety Board  
Aviation Safety Information System (ASIS)  
Data Printout - Aviation Occurrence A01W0192**

This printout is issued to provide information on the general circumstances of this occurrence. The information is based upon details provided by participants and other data uncovered to date by the investigation staff. The Transportation Safety Board of Canada (TSB) gathered this information for the purpose of advancing transportation safety. It is not the function of the TSB to assign fault or to determine civil or criminal liability.

A word of caution, some of the information in this document is as provided to the TSB and has not been subjected to further confirmation. Also, the investigation may still be in progress, and therefore, the information is subject to change.

**Occurrence Type:** INCIDENT VOLUNTARY

**Class:** CLASS 5

**Location:** CEZ5 WHITEHORSE

**Country:** CANADA

**Province:** YUKON

**Date:** 25-JUL-2001

**Time:** 09:00

**Aircraft Operator**

ALPINEAVIATION (YUKON)

**Aircraft Model**

FBA-2C1

**Registration**

C-GDWQ

<b>Injuries</b>	<b>Fatal</b>	<b>Serious</b>	<b>Minor</b>	<b>None</b>	<b>Total</b>
<b>Crew</b>	0	0	0	1	1
<b>Passenger</b>	0	0	0	4	4
<b>Ground</b>	0	0	0	N/A	0
<b>Total</b>	0	0	0	5	5

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**Aircraft Data**

**Registration: C-GDWQ**

**Operator:** ALPINEAVIATION (YUKON)  
**Type of Operator:** COMMERCIAL  
**Type of Operation:** AIR TRANSPORT  
**Make:** FOUND BROTHERS  
**Model:** FBA-2C1  
**Common Name:** BUSHHAWK

**Category:** AEROPLANE  
**Damage:** MINOR

Injuries	Fatal	Serious	Minor	None	Total
Crew	0	0	0	1	1
Passenger	0	0	0	4	4
<b>Total</b>	0	0	0	5	5

**Individual Information**

Individual Type	Licence Type	Seat No	Crew Hours			
			All Types		This Type	
			Total	Last 90	Total	Last 90
PILOT-IN-COMMAND			0	0	0	0

**Occurrence Summary**

A01W0192: IN THE PROCESS OF TAXIING FOR TAKE OFF IN THE FOUND FBA-2C1 FLOATPLANE, THE PILOT ALLOWED HIS AIRCRAFT TO APPROACH THE DAM WHICH BORDERS THE WHITEHORSE WATER AERODROME (CEZ5) TO THE NORTH. WATER RUDDER EFFECTIVENESS WAS REDUCED IN THE FAST CURRENT CLOSE TO THE DAM AND THE PILOT LOST CONTROL OF THE AIRCRAFT. HE SHUT DOWN THE ENGINE BEFORE THE WING AND TAIL CONE CONTACTED THE DAM. THE PILOT AND PASSENGERS WERE ABLE TO PUSH THE AIRCRAFT BACK INTO OPEN WATER AND TAXI BACK TO THE FLOAT-BASE. MINOR DAMAGE WAS CONFINED TO THE SKIN OF THE RIGHT WING LEADING EDGE AND AFTER REPAIRS, THE AIRCRAFT HAS BEEN RETURNED TO SERVICE.