



National Transportation Safety Board Aviation Accident Final Report

Location:	BARTER ISLAND, AK	Accident Number:	ANC85FA054
Date & Time:	03/12/1985, 0015 AST	Registration:	N540N
Aircraft:	de Havilland DHC-6-300	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 2 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

ACFT CRASHED DURING MISSED APCH TO TEMPORARY WINTER LANDING STRIP. ACFT HIT IN STEEP NOSE DOWN ATTITUDE. MARGINAL WX CONDITIONS PREVAILED, WITH ICING REPORTED.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: GO-AROUND (VFR)

Findings

1. (F) TERRAIN CONDITION - SNOW COVERED
2. (C) FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
3. (F) OVERCONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT
5. (F) WEATHER CONDITION - FOG
6. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
7. (F) COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MANAGEMENT
8. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
9. (F) LIGHT CONDITION - DARK NIGHT
10. (F) IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
11. (F) EXPECTANCY - OTHER PERSON
12. (F) INSUFF STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - COMPANY/OPERATOR MGMT
13. (F) LIGHT CONDITION - DARK NIGHT
14. (F) WEATHER EVALUATION - INACCURATE - PILOT IN COMMAND
15. (F) FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND
16. (C) WEATHER CONDITION - ICING CONDITIONS
17. (F) FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
18. FATIGUE(FLIGHT AND GROUND SCHEDULE) - COPILOT/SECOND PILOT
19. (F) WING - ICE
20. (F) ANTI-ICE/DEICE SYSTEM - NOT USED - PILOT IN COMMAND
21. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline Transport; Flight Instructor; Commercial	Age:	26, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	12/03/1984
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5311 hours (Total, all aircraft), 2098 hours (Total, this make and model), 4604 hours (Pilot In Command, all aircraft), 167 hours (Last 90 days, all aircraft), 51 hours (Last 30 days, all aircraft), 9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N540N
Model/Series:	DHC-6-300 DHC-6-300	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	401
Landing Gear Type:	Tricycle	Seats:	9
Date/Type of Last Inspection:	03/05/1985, AAIP	Certified Max Gross Wt.:	12500 lbs
Time Since Last Inspection:	47 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	13652 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	PT6-27
Registered Owner:	SEA ALASKA AIRLINES, INC.	Rated Power:	620 hp
Operator:	SEA ALASKA AIRLINES, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 300 ft agl	Visibility	0 Miles
Lowest Ceiling:	Obscured / 300 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	10 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	20°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	-1° C
Precipitation and Obscuration:			
Departure Point:	DEADHORSE, AK (SCC)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	2137 AST	Type of Airspace:	Class G

Airport Information

Airport:	STRIP 1186	Runway Surface Type:	Ice; Snow
Airport Elevation:	250 ft	Runway Surface Condition:	Ice; Snow--compacted; Snow--dry
Runway Used:	7	IFR Approach:	
Runway Length/Width:	1400 ft / 75 ft	VFR Approach/Landing:	Go Around

Wreckage and Impact Information

Crew Injuries:	2 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	2 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 2 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Report Date:	
Additional Participating Persons:	MURRAY M SHAIN; FAIRBANKS, AK LUBY GOREJKO; ONTARIO, CD		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).