



National Transportation Safety Board Aviation Accident Final Report

Location:	DILLINGHAM, AK	Accident Number:	ANC92FA116
Date & Time:	07/30/1992, 1100 AKD	Registration:	N67151
Aircraft:	DE HAVILLAND DHC-2 MARK 1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Fatal, 1 Serious
Flight Conducted Under:	Part 91: General Aviation - Business		

Analysis

THE DESTINATION CAMP IS LOCATED ABOUT 50 MI SW OF THE DEPARTURE LODGE, AND IS SEPARATED BY MOUNTAINS WITH SOME PEAKS OVER 4,000 FT ASL. THE GENERAL AREA WEATHER INCLUDED LOW CEILINGS. THE OPERATOR STATED THAT SHORTLY BEFORE THE ACCIDENT HE OBSERVED THE YOUTH CREEK WEATHER 'BETTER THAN 400 FEET...', AND TOLD THE PILOT THAT IT APPEARED GOOD ENOUGH TO MAKE THE FLIGHT. THE PILOT STATED THAT AS HE FLEW UP YOUTH CREEK HE COULD SEE THAT THE PASS WAS CLOSED BY LOW CLOUDS AND ATTEMPTED TO REVERSE DIRECTION. THE PILOT STATED HE 'MADE A HARD STEEP TURN, AND THE AIRPLANE STALLED...' THE PILOT SAID THE WEATHER WAS ABOUT 800 FT CEILING AND VISIBILITY OF 1 MI. WHEN THE PILOT WAS ADMITTED INTO THE HOSPITAL IMMEDIATELY FOLLOWING THE ACCIDENT, HE WAS DIAGNOSED AS HAVING AN INSULIN DEPENDENT DIABETIC CONDITION. HIS MEDICAL RECORDS CONTAIN NO EVIDENCE OF, AND THE PILOT DENIED ANY KNOWLEDGE OF, ANY PRE-ACCIDENT DIABETIC CONDITION.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S DELAYED DECISION IN REVERSING COURSE AND HIS FAILURE TO MAINTAIN AIRSPEED DURING THE MANEUVER. FACTORS RELATED TO THE ACCIDENT WERE: MOUNTAINOUS TERRAIN AND A LOW CEILING.

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - LOW CEILING
3. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
4. PHYSICAL IMPAIRMENT(HYPOGLYCEMIA/DIET) - PILOT IN COMMAND
5. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Factual Information

Pilot Information

Certificate:	Commercial	Age:	42, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	12/07/1991
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	8842 hours (Total, all aircraft), 550 hours (Total, this make and model), 120 hours (Last 90 days, all aircraft), 80 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DE HAVILLAND	Registration:	N67151
Model/Series:	DHC-2 MARK 1 DHC-2 MARK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	900
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	09/01/1991, Annual	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	125 Hours	Engines:	1 Reciprocating
Airframe Total Time:	7892 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	R-985-AN14B
Registered Owner:	RONALD R. MCMILLIAN	Rated Power:	450 hp
Operator:	RONALD R. MCMILLIAN	Operating Certificate(s) Held:	None
Operator Does Business As:	BRISTOL BAY LODGE	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
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 / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Overcast / 800 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	10° C
Precipitation and Obscuration:			
Departure Point:	BRISTOL BAY LDG, AK	Type of Flight Plan Filed:	Company VFR
Destination:	TOGIAC RIVER CP, AK	Type of Clearance:	None
Departure Time:	1045 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	6 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	6 Fatal, 1 Serious	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	ROY C DAW	Report Date:	12/16/1993
Additional Participating Persons:	CHARLES F KELLY; ANCHORAGE, AK WALTER R MAHL; ANCHORAGE, AK MICHAEL L DOLSEN; ANCHORAGE, AK GEORGE R MCCAMENT; ANCHORAGE, AK		
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 pubinquiry@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](#).