

National Transportation Safety Board
Washington, DC 20594

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Brief of Accident

Adopted 06/28/2012

ERA11FA183 File No. 29891	03/08/2011	Hampton, GA	Aircraft Reg No. N157KM	Time (Local): 11:40 EST		
Make/Model:	Dehavilland / DHC-6-100			Fatal	Serious	Minor/None
Engine Make/Model:	P&wc / PT6A-27		Crew	2	0	0
Aircraft Damage:	Substantial		Pass	0	0	0
Number of Engines:	2					
Operating Certificate(s):	None					
Type of Flight Operation:	Flight Test					
Reg. Flight Conducted Under:	Part 91: General Aviation					
Last Depart. Point: Same as Accident/Incident Location				Condition of Light:	Day	
Destination: Local Flight, GA				Weather Info Src:	Weather Observation Facility	
Airport Proximity: Off Airport/Airstrip				Basic Weather:	Visual Conditions	
				Lowest Ceiling:	None	
				Visibility:	10.00 SM	
				Wind Dir/Speed:	100 / 010 Kts	
				Temperature (°C):	14	
				Precip/Obscuration:	No Obscuration; No Precipitation	
Pilot-in-Command	Age: 38			Flight Time (Hours)		
Certificate(s)/Rating(s)				Total All Aircraft:	1255	
Flight Instructor; Commercial; Multi-engine Land; Single-engine Land				Last 90 Days:	66	
				Total Make/Model:	492	
Instrument Ratings				Total Instrument Time:	119	
Airplane						

*** 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 aircraft accident report. ***

The airplane had not been flown for about 5 months and the purpose of the accident flight was a maintenance test flight after both engines had been replaced with higher horsepower models. Witnesses observed the airplane depart and complete two uneventful touch-and-go landings. The airplane was then observed to be struggling to gain altitude and airspeed while maneuvering in the traffic pattern. One witness, who was an aircraft mechanic, reported that he observed the airplane yawing to the left and heard noises associated with propeller pitch changes, which he believed were consistent with the "Beta" range. The airplane stalled and impacted trees in a wooded marsh area, about 1 mile from the airport. It came to rest about 80-degrees vertically. Examination of the wreckage did not reveal any preimpact malfunctions; however, the lack of flight recorders and the condition of the wreckage precluded the gathering of additional relevant information. Damage observed to both engines and both propellers revealed they were likely operating at symmetrical power settings and blade angles at the time of the impact, with any differences in scoring signatures likely the result of impact damage. The reason for the yawing and the noise associated with propeller pitch changes that were reported prior to the stall could not be determined. Updated at Jun 28 2012 3:21PM

Brief of Accident (Continued)

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OCCURRENCES

Approach - Loss of control in flight
Approach - Aerodynamic stall/spin
Uncontrolled descent - Collision with terr/obj (non-CFIT)

FINDINGS

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The pilot did not maintain airspeed while maneuvering, which resulted in an aerodynamic stall.