



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	ILIAMNA, AK	<b>Accident Number:</b>	ANC83LA151
<b>Date &amp; Time:</b>	08/20/1983, 1630 AKD	<b>Registration:</b>	N3129S
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious, 3 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE ACFT GOT INTO A DOWNDRAFT AND COLLIDED WITH HILLY TERRAIN. THE PILOT STATED THAT HE WAS SPOTTING CARIBOU AND SETTLED INTO THE SIDE OF A HILL. ACCORDING TO THE PASSENGERS THE ACFT WAS ABOUT 300 FT AGL PRIOR TO THE DESCENT TO GROUND CONTACT.

## Probable Cause and Findings

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

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

### Findings

1. (F) WEATHER CONDITION - DOWNDRAFT
2. (C) ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING

### Findings

3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial	<b>Age:</b>	33, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Multi-engine Sea; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	01/07/1983
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	9558 hours (Total, all aircraft), 1116 hours (Total, this make and model), 8848 hours (Pilot In Command, all aircraft), 71 hours (Last 90 days, all aircraft), 40 hours (Last 30 days, all aircraft), 12 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N3129S
<b>Model/Series:</b>	DHC-2 DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	269
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	06/17/1983, 100 Hour	<b>Certified Max Gross Wt.:</b>	4500 lbs
<b>Time Since Last Inspection:</b>	90 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	7000 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated	<b>Engine Model/Series:</b>	R-985
<b>Registered Owner:</b>	ALASKA NORTH FLYING SERVICE	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	ALASKA NORTH FLYING SERVICE	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)

## 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	80 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	13 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	230°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 7° C
Precipitation and Obscuration:			
Departure Point:	ANCHORAGE, AK (ANC)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	None
Departure Time:	1330 ADT	Type of Airspace:	Class G

## Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 3 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 3 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	
Additional Participating Persons:			
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 <a href="mailto:pubinquiry@ntsb.gov">pubinquiry@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).