



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TAU, American Samoa	<b>Accident Number:</b>	LAX84FA415
<b>Date &amp; Time:</b>	07/21/1984, 1340 AST	<b>Registration:</b>	N43SP
<b>Aircraft:</b>	de Havilland DHC-6-300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 7 Serious, 8 Minor

**Flight Conducted Under:** Part 135: Air Taxi & Commuter - Scheduled

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## Analysis

THE ACFT CRASH LANDED AFTER THE PLT USED FLAPS AND POWER TO SEMI-CONTROL PITCH AFTER THE ELEVATOR DOWN CONTROL CABLE FAILED AT ABOUT 300 FT AGL ON FINAL APPROACH. THE LEFT WING OF THE ACFT HIT THE TERMINAL ROOF DURING THE STALL MUSH FROM 50 FT AGL. THE COMPANY IS CHANGING THEIR ACFT CONTROL CABLES FROM STEEL TO STAINLESS STEEL TO AID IN THE ANTI-CORROSION AND MODIFYING THEIR INSPECTION PERIOD FROM 800 TO 100 HOURS BETWEEN INSPECTIONS. THE CABLE THAT SEPARATED FAILED FROM CORROSION. NO EVIDENCE OF FATIGUE CRACKING OR MECHANICAL WEAR WAS FOUND. CORROSION PRODUCTS WERE FOUND WITHIN 2 INCHES OF THE SEPARATION ON BOTH CABLE PIECES.

## 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: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

### Findings

1. (C) FLT CONTROL SYST,ELEVATOR CONTROL - CORRODED
2. (C) FLT CONTROL SYST,ELEVATOR CONTROL - FAILURE,TOTAL

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	32, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	05/03/1984
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5094 hours (Total, all aircraft), 1020 hours (Total, this make and model), 4026 hours (Pilot In Command, all aircraft), 391 hours (Last 90 days, all aircraft), 117 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N43SP
<b>Model/Series:</b>	DHC-6-300 DHC-6-300	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	669
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	16
<b>Date/Type of Last Inspection:</b>	07/20/1984, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	12500 lbs
<b>Time Since Last Inspection:</b>	3 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	11281 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-27
<b>Registered Owner:</b>	SOUTH PACIFIC ISLAND	<b>Rated Power:</b>	620 hp
<b>Operator:</b>	SOUTH PACIFIC ISLAND	<b>Operating Certificate(s) Held:</b>	Commuter Air Carrier (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:	Clear / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 21° C
Precipitation and Obscuration:			
Departure Point:	PAGO PAGO, SAMOA, OF (PPG)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	
Departure Time:	1300 GMT	Type of Airspace:	Class G

## Airport Information

Airport:	TAU (HI36)	Runway Surface Type:	Dirt
Airport Elevation:	185 ft	Runway Surface Condition:	Dry
Runway Used:	36	IFR Approach:	None
Runway Length/Width:	2170 ft / 100 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Serious, 1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Fatal, 3 Serious, 7 Minor	Aircraft Fire:	None
Ground Injuries:	2 Serious	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 7 Serious, 8 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ALAN L CRAWFORD	Report Date:	
Additional Participating Persons:	MARION E TILTON; HONOLULU, HI FRED F MAU; HONOLULU, HI		
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:pubinq@ntsb.gov">pubinq@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> .		

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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](#).