



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	LIME VILLAGE, AK	<b>Accident Number:</b>	ANC86FA037
<b>Date &amp; Time:</b>	03/20/1986, 1330 AST	<b>Registration:</b>	N539Y
<b>Aircraft:</b>	de Havilland DHC-4A	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	2 Fatal
<b>Flight Conducted Under:</b>	Part 91F: Special Flt Ops.		

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## Analysis

WITNESSES OBSERVED THE ACFT ON FINAL APPROACH WITH ITS GEAR DOWN THEN THE NOSE PITCHED UP. THE ACFT ROLLED LEFT AND CRASHED INTO TREES. THE ACFT'S COCKPIT, CABIN, ENGINE NACELLES, CARGO AND PORTIONS OF THE WINGS WERE DESTROYED BY POST-IMPACT FIRE. POST ACCIDENT EXAMINATION OF THE ACFT REVEALED THE LANDING GEAR WAS IN THE UP AND LOCKED POSITION AND THE FLAPS WERE AT 30 DEGREES. THIS IS CONSISTENT WITH A GO-AROUND CONFIGURATION. NO MECHANICAL MALFUNCTION/FAILURE COULDBE DETERMINED. THE ACFT HAD A RESTRICTED CATEGORY AIRWORTHINESS CERTIFICATE. THE CARGO AREA CONTAINED TWO FUEL TANKS AND ASSORTED ITEMS (OIL STOVE, TOOLS, 55 GALLON DRUM AND HOSES). THE PILOT WAS TYPE RATED IN THIS AIRCRAFT. THE RWY LENGTH LISTED IN THE ALASKA SUPPLEMENT WAS 1000 FT LONGER THAN THE ACTUAL RWY LENGTH. THE RUNWAY WAS GLAZED WITH ICE.

## 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: APPROACH - VFR PATTERN - FINAL APPROACH

### Findings

1. (F) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. (C) AIRSPEED(VS) - IMPROPER - PILOT IN COMMAND
3. (C) STALL - INADVERTENT - PILOT IN COMMAND
4. (F) ALTITUDE - INADEQUATE - PILOT IN COMMAND
5. (F) GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

## Factual Information

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	48, 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>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	10/01/1985
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	16972 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N539Y
<b>Model/Series:</b>	DHC-4A DHC-4A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Restricted	<b>Serial Number:</b>	197
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	3
<b>Date/Type of Last Inspection:</b>	100 Hour	<b>Certified Max Gross Wt.:</b>	28500 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	12159 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-2000-7M2
<b>Registered Owner:</b>	WOODS AIR FUEL SERVICE	<b>Rated Power:</b>	1350 hp
<b>Operator:</b>	WOODS AIR FUEL 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:	Clear / 0 ft agl	Visibility	100 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-7° C / -13° C
Precipitation and Obscuration:			
Departure Point:	PALMER, AK (PAQ)	Type of Flight Plan Filed:	VFR
Destination:	LIME VILLAGE, AK (23AK)	Type of Clearance:	None
Departure Time:	1201 AST	Type of Airspace:	Airport Advisory Area

## Airport Information

Airport:	LIME VILLAGE (23AK)	Runway Surface Type:	Ice
Airport Elevation:	552 ft	Runway Surface Condition:	Ice
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	1500 ft / 75 ft	VFR Approach/Landing:	Full Stop; Straight-in; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Fatal	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	GEORGE KOBELNYK	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: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](#).