



National Transportation Safety Board Aviation Accident Final Report

Location:	SEDRO WOOLLEY, WA	Accident Number:	SEA87LA111
Date & Time:	06/08/1987, 1203 PDT	Registration:	N64384
Aircraft:	de Havilland DHC-2 MK.1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Minor
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

SHORTLY AFTER TAKEOFF A LOSS OF POWER OCCURRED AND THE AIRCRAFT STRUCK TREES IN FLIGHT. LESS THAN 1/2 FUEL WAS AVAILABLE IN ALL THREE FUEL TANKS. THE FUEL SELECTOR VALVE WAS TESTED AND FOUND THAT THE SELECTIONS PLATE WAS INDEXED OFF CENTER FOR ALL SELECTIONS DUE TO WEAR. IN THE TAKEOFF ATTITUDE UNPORTING OCCURRED ALLOWING AIR TO BE DRAWN INTO THE SYSTEM.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FUEL SYSTEM,SELECTOR/VALVE - WORN
2. (C) FLUID,FUEL - STARVATION

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT

Findings

3. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. (C) CLEARANCE - NOT POSSIBLE

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	67, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	05/30/1986
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	24000 hours (Total, all aircraft), 127 hours (Total, this make and model), 24000 hours (Pilot In Command, all aircraft), 4 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N64384
Model/Series:	DHC-2 MK.1 DHC-2 MK.1	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	622
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	100 Hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	16008 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	R-985
Registered Owner:	JAMES HAYTON	Rated Power:	450 hp
Operator:	JAMES HAYTON	Operating Certificate(s) Held:	None

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	30 Miles
Lowest Ceiling:	Overcast / 10000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	270°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:		Temperature/Dew Point:	16 °C
Precipitation and Obscuration:			
Departure Point:	SEDRO WOOLLEY, WA	Type of Flight Plan Filed:	None
Destination:	RENTON, WA (RTN)	Type of Clearance:	None
Departure Time:	1528 PDT	Type of Airspace:	Class G

Airport Information

Airport:	HAYTON	Runway Surface Type:	Grass/turf
Airport Elevation:		Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1600 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	CANDACE C CARRERA	Report Date:	11/08/1988
Additional Participating Persons:	BILL REICHARDT; SEATTLE, WA		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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](#).