



National Transportation Safety Board Aviation Accident Final Report

Location:	TAU, American Samoa	Accident Number:	LAX88LA226
Date & Time:	06/17/1988, 1036 HST	Registration:	N202RH
Aircraft:	de Havilland DHC-6-100	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Serious, 15 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE CAPTAIN, WHO WAS FLYING THE TWIN OTTER FROM THE RIGHT SEAT, ENTERED A RIGHT HAND TRAFFIC PATTERN FOR LANDING. A LEFT QUARTERING, 15 KNOT HEADWIND, WAS GUSTING ACROSS THE AIRPORT. UPON TURNING TO THE FINAL APPROACH THE CAPTAIN REDUCED THE AIRCRAFT'S ENGINE POWER TO THE LOW SPEED RANGE FOR THE VISUAL APPROACH. AS THE AIRCRAFT NEARED THE RUNWAY THE RATE OF DESCENT ACCELERATED. THE CAPTAIN'S APPLICATION OF FULL ENGINE POWER FAILED TO ARREST THE AIRCRAFT'S RATE OF DESCENT AND THE AIRCRAFT IMPACTED THE GROUND SHORT OF THE RUNWAY.

Probable Cause and Findings

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

Findings

Occurrence #1: UNDERSHOOT
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TURBULENCE
3. (F) WEATHER CONDITION - GUSTS
4. (C) POWERPLANT CONTROLS - DELAYED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	51, Male
Airplane Rating(s):	Multi-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	03/01/1988
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	19455 hours (Total, all aircraft), 3393 hours (Total, this make and model), 14724 hours (Pilot In Command, all aircraft), 305 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N202RH
Model/Series:	DHC-6-100 DHC-6-100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	68
Landing Gear Type:	Tricycle	Seats:	16
Date/Type of Last Inspection:	Continuous Airworthiness	Certified Max Gross Wt.:	12300 lbs
Time Since Last Inspection:	80 Hours	Engines:	2 Turbo Prop
Airframe Total Time:	18403 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	PT6A-20
Registered Owner:	JACK WALL ACFT SALES, INC	Rated Power:	579 hp
Operator:	SOMOA AVIATION	Operating Certificate(s) Held:	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	15 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 18 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	27° C / 24° C
Precipitation and Obscuration:			
Departure Point:	PAGO PAGO, OF (PPG)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	0945	Type of Airspace:	Class G

Airport Information

Airport:	TAU (H136)	Runway Surface Type:	Dirt; Gravel
Airport Elevation:	185 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 13 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 15 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JIM A WALL	Report Date:	01/24/1990
Additional Participating Persons:	JAMES A MARTIN, JR.; 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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).