



National Transportation Safety Board Aviation Accident Final Report

Location:	SITKA, AK	Accident Number:	SEA88FA156
Date & Time:	08/18/1988, 0620 AKD	Registration:	N64398
Aircraft:	de Havilland DHC-2 MARK 1	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

WHILE ON A FLIGHT FROM SITKA TO ROWAN BAY, ALASKA, THE PILOT FLEW UP A VALLEY INTENDING TO CROSS A PASS WHOSE ELEVATION WAS 2745 FEET MSL. UPON APPROACHING THE PASS THE PILOT ENCOUNTERED CLOUDS WHICH PREVENTED HIS TRANSIT. THE PILOT THEN EXECUTED A 180 DEGREE RIGHT COURSE REVERSAL AND AT SOME POINT NEAR THE COMPLETION OF THE MANEUVER AND IN CLOSE PROXIMITY TO THE STEEP TERRAIN ALONG THE WESTERN EDGE OF THE PASS THE PILOT ALLOWED THE AIRCRAFT TO ENTER A STALL CONDITION. THE AIRCRAFT IMPACTED THE 40 DEGREE SLOPED TERRAIN IN A STEEP NOSE DOWN, NEAR WINGS LEVEL ATTITUDE AND WITH A STEEP FLIGHT PATH.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (C) WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. (C) IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND
3. (F) WEATHER CONDITION - CLOUDS
4. (C) STALL - INADVERTENT - PILOT IN COMMAND
5. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	31, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--w/ waivers/lim.	Last FAA Medical Exam:	06/27/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	3300 hours (Total, all aircraft), 700 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 300 hours (Last 90 days, all aircraft), 108 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N64398
Model/Series:	DHC-2 MARK 1 DHC-2 MARK	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	251
Landing Gear Type:	Float	Seats:	8
Date/Type of Last Inspection:	08/13/1988, 100 Hour	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	36 Hours	Engines:	1 Reciprocating
Airframe Total Time:	13985 Hours	Engine Manufacturer:	P&W
ELT:	Installed	Engine Model/Series:	R-985-AN14B
Registered Owner:	BELLAIR, INC.	Rated Power:	400 hp
Operator:	BELLAIR, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)
Operator Does Business As:	BELLAIR, INC.	Operator Designator Code:	GSBA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	SIT, 21 ft msl	Distance from Accident Site:	15 Nautical Miles
Observation Time:	0549 ADT	Direction from Accident Site:	301 °
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	12 Miles
Lowest Ceiling:	Overcast / 3500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	90 °	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	14 ° C / 7 ° C
Precipitation and Obscuration:			
Departure Point:	SITKA, AK (AK29)	Type of Flight Plan Filed:	VFR
Destination:	ROWAN BAY, AK (RWB)	Type of Clearance:	VFR
Departure Time:	0608 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	STEVEN A MCCREARY	Report Date:	06/09/1989
Additional Participating Persons:	ROBERT KOLVIG; JUNEAU, AK		
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 pubinquiry@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](#).