



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	KASAAN, AK	<b>Accident Number:</b>	SEA89FA027
<b>Date &amp; Time:</b>	12/14/1988, 1505 AST	<b>Registration:</b>	N89U
<b>Aircraft:</b>	de Havilland DHC-2	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Fatal, 2 Serious
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE PLT PLANNED TO LAND AT A SEAPLANE BASE THAT WAS LOCATED IN A BOWL-SHAPED COVE. DRG THE LANDING, THE ACFT TOUCHED DOWN LONG ON WATER SWELLS & THE PLT ELECTED TO GO AROUND. WITNESSES RPRTD THAT DRG THE GO-AROUND, THE PLT INITIATED A STEEP TURN WHILE STILL AT LOW ALT TO AVOID BUILDINGS & RISING TERRAIN. HOWEVER, THE ACFT ENTERED A STEEP DSCNT & CRASHED ON A WOODEN WALKWAY ALONG THE SHORELINE NEAR THE SEAPLANE DOCK. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS EVIDENT.

## 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: LANDING - ABORTED

### Findings

1. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) TERRAIN CONDITION - WATER,ROUGH
4. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
5. (C) ABORTED LANDING - DELAYED - PILOT IN COMMAND
6. (F) TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. MANEUVER - INITIATED - PILOT IN COMMAND
8. (C) AIRSPEED - INADEQUATE - PILOT IN COMMAND
9. (C) STALL - INADVERTENT - 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>	50, Male
<b>Airplane Rating(s):</b>	Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	Seatbelt
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim.	<b>Last FAA Medical Exam:</b>	01/22/1988
<b>Occupational Pilot:</b>	<b>Last Flight Review or Equivalent:</b>		
<b>Flight Time:</b>	2752 hours (Total, all aircraft), 1565 hours (Total, this make and model), 2543 hours (Pilot In Command, all aircraft), 302 hours (Last 90 days, all aircraft), 76 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	de Havilland	<b>Registration:</b>	N89U
<b>Model/Series:</b>	DHC-2 DHC-2	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	160
<b>Landing Gear Type:</b>	Amphibian	<b>Seats:</b>	7
<b>Date/Type of Last Inspection:</b>	12/01/1988, Annual	<b>Certified Max Gross Wt.:</b>	5000 lbs
<b>Time Since Last Inspection:</b>	13 Hours	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	15639 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	R-985-AN14B
<b>Registered Owner:</b>	KETCHIKAN AIR SERVICE	<b>Rated Power:</b>	450 hp
<b>Operator:</b>	KETCHIKAN AIR SERVICE	<b>Operating Certificate(s) Held:</b>	On-demand Air Taxi (135)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	EKQA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTN, 88 ft msl	Distance from Accident Site:	26 Nautical Miles
Observation Time:	1455 AST	Direction from Accident Site:	90°
Lowest Cloud Condition:	Scattered / 1800 ft agl	Visibility	35 Miles
Lowest Ceiling:	Broken / 4000 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	170°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	1°C / -2°C
Precipitation and Obscuration:			
Departure Point:	THORNE RIVER, AK (KTB)	Type of Flight Plan Filed:	Company VFR
Destination:	(KXA)	Type of Clearance:	VFR
Departure Time:	1445 AST	Type of Airspace:	Class D

## Airport Information

Airport:	KASAAN SPB (KXA)	Runway Surface Type:	Water
Airport Elevation:	0 ft	Runway Surface Condition:	Water--choppy
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

## Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Serious	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal, 2 Serious	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	01/08/1990
Additional Participating Persons:	JOHN STEVENSON; 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 <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](#).