



National Transportation Safety Board Aviation Accident Final Report

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| Location: | NEAR KLAWOCK, AK | Accident Number: | SEA83AA028 |
| Date & Time: | 12/09/1982, 1310 PST | Registration: | N68081 |
| Aircraft: | de Havilland DHC-2 | Aircraft Damage: | Destroyed |
| Defining Event: | | Injuries: | 8 Fatal |

Flight Conducted Under: Part 135: Air Taxi & Commuter - Scheduled

Analysis

AT 1236 THE FLT DEPARTED KETCHIKAN SEAPLANE BASE WITH A SPECIAL VFR CLEARANCE & AT 1240 REPORTED CLEAR OF THE CONTROL ZONE. THE NEXT & LAST TRANSMISSION BY THE PLT WAS MADE TO THE COMPANY VIA FM RADIO AT ABOUT 1340. THIS REPORT WAS ISSUED IN THE VICINITY OF HAPPY HARBOR (PASSING OVER KASAAN ISLAND) & WAS THE APPROXIMATE MID-POINT OF THE FLT TO CRAIG. WITNESSES REPORTED SEEING THE ACFT FLYING SW OVER TWELVEMILE ARM TOWARD HOLLIS. UPON REACHING HOLLIS THE FLT WOULD BE EXPECTED TO TURN WEST & CROSS INLAND OVER PRINCE OF WALES ISLAND UNTIL REACHING THE WEST SHORELINE & THENCE DIRECTLY TO CRAIG. THERE WAS A FOG BANK ABOUT 2 MI PRIOR TO HOLLIS IN TWELVEMILE ARM & THE ACFT WAS OBSERVED TO REVERSE COURSE AS THE WX WAS APPROACHED & PROCEED NORTH. THE ACFT WAS LOST FROM SIGHT DUE TO TREES & RAPIDLY UPSLOPING TERRAIN. AN INCREASE IN ENG SOUND WAS HEARD PRIOR TO THE CRASH. WITNESSES DESCRIBED THE CLOUDS AS ESSENTIALLY BROKEN WITH BASES AT ABOUT 1000 FT OVER THE WATER & OBSTRUCTING THE TOPS OF SOME OF THE HIGHER ISLANDS.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

1. (F) WEATHER CONDITION - FOG
2. (F) WEATHER CONDITION - CLOUDS
3. (F) TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. (F) TERRAIN CONDITION - RISING
5. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Factual Information

Pilot Information

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| Certificate: | Flight Instructor; Commercial | Age: | 24, Male |
| Airplane Rating(s): | Multi-engine Land; Single-engine Land; Single-engine Sea | Seat Occupied: | Unknown |
| Other Aircraft Rating(s): | Helicopter | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane Single-engine | Toxicology Performed: | |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 11/05/1982 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 3683 hours (Total, all aircraft), 1105 hours (Total, this make and model), 3242 hours (Pilot In Command, all aircraft), 109 hours (Last 90 days, all aircraft), 67 hours (Last 30 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|---------------------|---------------------------------------|----------------------------|
| Aircraft Make: | de Havilland | Registration: | N68081 |
| Model/Series: | DHC-2 DHC-2 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | | Serial Number: | 906 |
| Landing Gear Type: | Float | Seats: | 8 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 5090 lbs |
| Time Since Last Inspection: | 73 Hours | Engines: | 1 Reciprocating |
| Airframe Total Time: | 12735 Hours | Engine Manufacturer: | P & W |
| ELT: | Installed | Engine Model/Series: | R-985 |
| Registered Owner: | TYEE AIRLINES, INC. | Rated Power: | 450 hp |
| Operator: | TYEE AIRLINES, INC. | Operating Certificate(s) Held: | Commuter Air Carrier (135) |

Meteorological Information and Flight Plan

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| 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 | 10 Miles |
| Lowest Ceiling: | Broken / 1000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | Calm / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | | Temperature/Dew Point: | 33° C / 0° C |
| Precipitation and Obscuration: | | | |
| Departure Point: | KETCHIKAN, AK (C) | Type of Flight Plan Filed: | None |
| Destination: | CRAIG, AK (C) | Type of Clearance: | Special VFR |
| Departure Time: | 1236 | Type of Airspace: | |

Wreckage and Impact Information

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|---------------------|---------|----------------------|-----------|
| Crew Injuries: | 1 Fatal | Aircraft Damage: | Destroyed |
| Passenger Injuries: | 7 Fatal | Aircraft Fire: | On-Ground |
| Ground Injuries: | N/A | Aircraft Explosion: | On-Ground |
| Total Injuries: | 8 Fatal | Latitude, Longitude: | |

Administrative Information

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|-----------------------------------|--|------------|
| Investigator In Charge (IIC): | Report Date: | 12/09/1983 |
| 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 pubinquiry@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](#).