



National Transportation Safety Board Aviation Accident Final Report

Location:	KETCHIKAN, AK	Accident Number:	SEA89FA036
Date & Time:	01/15/1989, 0810 AST	Registration:	N11250
Aircraft:	de Havilland DHC-3	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

AFTER DEPARTING THE FLOATPLANE BASE ON A COMPANY VFR FLIGHT PLAN, THE SCHEDULED COMMUTER FLIGHT PROCEEDED NORTHWEST ALONG A SALT WATER STRAIT AT A LOW ALTITUDE ABOVE WATER. TWO MILES NW OF THE ARPT THE ACFT ENTERED A SNOW SQUALL AND THE PILOT ATTEMPTED A STEEP TURN TO REVERSE COURSE. DURING THE TURN THE AIRCRAFT IMPACTED AND SANK IN 167 FT DEEP WATER. SEARCH AND RESCUE EFFORTS WERE SUSPENDED AFTER 4 DAYS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S INADVERTANT FLIGHT INTO IFR CONDITIONS AND THE STALL WHICH OCCURRED DURING THE TURN TO REVERSE COURSE. CONTRIBUTING TO THE ACCIDENT WERE THE SNOW CONDITIONS ENCOUNTERED.

Findings

Occurrence #1: IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation: CRUISE

Findings

1. (F) WEATHER CONDITION - SNOW
 2. (C) VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 3. (C) WEATHER EVALUATION - POOR - PILOT IN COMMAND
-

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO REVERSE DIRECTION

Findings

4. MANEUVER - EXCESSIVE - PILOT IN COMMAND
 5. (C) STALL - INADVERTENT
-

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Commercial	Age:	22, Male
Airplane Rating(s):	Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	03/10/1988
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	1470 hours (Total, all aircraft), 150 hours (Total, this make and model), 1450 hours (Pilot In Command, all aircraft), 140 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N11250
Model/Series:	DHC-3 DHC-3	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	171
Landing Gear Type:	Float	Seats:	11
Date/Type of Last Inspection:	11/23/1988, 100 Hour	Certified Max Gross Wt.:	7967 lbs
Time Since Last Inspection:	62 Hours	Engines:	1 Reciprocating
Airframe Total Time:	10366 Hours	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-1340-59
Registered Owner:	TEMSCO HELICOPTERS, INC.	Rated Power:	600 hp
Operator:	TEMSCO HELICOPTERS, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135); On-demand Air Taxi (135)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KTN, 88 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	0817 AST	Direction from Accident Site:	110°
Lowest Cloud Condition:	Scattered / 1800 ft agl	Visibility	75 Miles
Lowest Ceiling:	Broken / 3200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	1° C / -1° C
Precipitation and Obscuration:			
Departure Point:	KETCHIKAN, AK (5KE)	Type of Flight Plan Filed:	Company VFR
Destination:	KLAWOCK, AK (9Z0)	Type of Clearance:	VFR
Departure Time:	0800 AST	Type of Airspace:	

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	PRENTISS E MANGUM	Report Date:	09/28/1990
Additional Participating Persons:	TOM SCHILLING; JUNEAU, AK BOB 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 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](#).