



National Transportation Safety Board Aviation Accident Final Report

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|-------------------------|----------------------|-------------------------|-------------|
| Location: | CHUGIAK, AK | Accident Number: | ANC88FA067 |
| Date & Time: | 06/10/1988, 1356 AKD | Registration: | N48108 |
| Aircraft: | DE HAVILLAND DHC-2 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 Fatal |

Flight Conducted Under: Part 91: General Aviation - Personal

Analysis

THE PILOT-IN-COMMAND, A CERTIFIED MECHANIC, PERFORMED HIS OWN MAINTENANCE ON THE ACFT. THIS MAINTENANCE REQUIRED THE REMOVAL, REINSTALLATION & RIGGING OF THE AILERONS. AS THE PLT WAS TAKING OFF ON THE 1ST FLT AFTER MAINTENANCE, THE ACFT ENTERED A ROLL AFTER LIFT-OFF & CRASHED. AN INVESTIGATION REVEALED THE CONTROLS TO THE LEFT AILERON WERE CONNECTED IN REVERSE.

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: TAKEOFF - INITIAL CLIMB

Findings

1. (C) FLIGHT CONTROL,AILERON - IMPROPER
2. (C) MAINTENANCE,INSTALLATION - IMPROPER - COMPANY/OPERATOR MANAGEMENT
3. (C) AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

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|----------------------------------|--|--|------------|
| Certificate: | Commercial | Age: | 45, Male |
| Airplane Rating(s): | Single-engine Land; Single-engine Sea | Seat Occupied: | Left |
| Other Aircraft Rating(s): | | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | Yes |
| Medical Certification: | Class 2 Valid Medical--no waivers/lim. | Last FAA Medical Exam: | 12/16/1987 |
| Occupational Pilot: | | Last Flight Review or Equivalent: | |
| Flight Time: | 7500 hours (Total, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|--|---------------------------------------|-----------------|
| Aircraft Make: | DE HAVILLAND | Registration: | N48108 |
| Model/Series: | DHC-2 DHC-2 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | No |
| Airworthiness Certificate: | Normal | Serial Number: | 781 |
| Landing Gear Type: | Tailwheel | Seats: | 8 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | 5100 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | R-985-39 |
| Registered Owner: | PETE E BLOOMFIELD | Rated Power: | 450 hp |
| Operator: | BLOOMFIELD, PETTE E. | Operating Certificate(s) Held: | None |

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: | Scattered / 3000 ft agl | Visibility | 35 Miles |
| Lowest Ceiling: | Broken / 8000 ft agl | Visibility (RVR): | 0 ft |
| Wind Speed/Gusts: | 1 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 290° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30 inches Hg | Temperature/Dew Point: | 16 °C / 9 °C |
| Precipitation and Obscuration: | | | |
| Departure Point: | BIRCHWOOD, AK (Z 15) | Type of Flight Plan Filed: | None |
| Destination: | ANCHORAGE, AK (LHD) | Type of Clearance: | Traffic Advisory |
| Departure Time: | 1355 ADT | Type of Airspace: | Airport Advisory Area |

Airport Information

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|----------------------|------------------|---------------------------|---------|
| Airport: | BIRCHWOOD (Z15) | Runway Surface Type: | Asphalt |
| Airport Elevation: | 96 ft | Runway Surface Condition: | Dry |
| Runway Used: | 1 | IFR Approach: | None |
| Runway Length/Width: | 4000 ft / 100 ft | VFR Approach/Landing: | None |

Wreckage and Impact Information

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

Administrative Information

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|-----------------------------------|--|--------------|------------|
| Investigator In Charge (IIC): | GEORGE KOBELNYK | Report Date: | 09/19/1989 |
| 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 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](#).