



National Transportation Safety Board Aviation Accident Final Report

Location:	KODIAK, AK	Accident Number:	ANC89LA123
Date & Time:	07/13/1989, 1415 AKD	Registration:	N5354G
Aircraft:	DE HAVILLAND DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 Serious, 4 Minor
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Non-scheduled		

Analysis

THE AIRPLANE CRASHED AT THE 1800 FOOT LEVEL OF A MOUNTAIN PASS, NEAR KODIAK, ALASKA. THE AIRPLANE WAS SUBSTANTIALLY DAMAGED AND THE PILOT AND ONE PASSENGER WERE SERIOUSLY INJURED AND FOUR PASSENGERS RECEIVED MINOR INJURIES. AT THE TIME OF THE ACCIDENT THE PASS WAS REPORTED CLOSED DUE TO IFR WEATHER CONDITIONS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: PILOT-IN-COMMAND'S CONTINUED VFR FLIGHT INTO KNOWN IFR FLT CONDITIONS, RESULTING IN A COLLISION WITH RISING TERRAIN.

Findings

Occurrence #1: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: MANEUVERING

Findings

1. (F) WEATHER CONDITION - FOG
2. (C) VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
3. (F) WEATHER CONDITION - LOW CEILING
4. (C) WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
5. (F) WEATHER CONDITION - TURBULENCE

Factual Information

Pilot Information

Certificate:	Commercial	Age:	38, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	Helicopter	Restraint Used:	Seatbelt, Shoulder harness
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:	01/19/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	9862 hours (Total, all aircraft), 949 hours (Total, this make and model), 9662 hours (Pilot In Command, all aircraft), 420 hours (Last 90 days, all aircraft), 142 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DE HAVILLAND	Registration:	N5354G
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	887
Landing Gear Type:	Float	Seats:	6
Date/Type of Last Inspection:	07/08/1989, 100 Hour	Certified Max Gross Wt.:	5090 lbs
Time Since Last Inspection:	13 Hours	Engines:	1 Reciprocating
Airframe Total Time:	8136 Hours	Engine Manufacturer:	P&W
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	R-985
Registered Owner:	DAVID OBERG	Rated Power:	450 hp
Operator:	OBERG, DAVID	Operating Certificate(s) Held:	On-demand Air Taxi (135)
Operator Does Business As:	UYAK AIR SERVICE, INC.	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument 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:	Clear / 0 ft agl	Visibility	1 Miles
Lowest Ceiling:	Obscured / 200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots / 25 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	120°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	13° C / 9° C
Precipitation and Obscuration:			
Departure Point:	AKHIOK, AK (KMY)	Type of Flight Plan Filed:	Company VFR
Destination:	KODIAK, AK (ADQ)	Type of Clearance:	None
Departure Time:	1330 ADT	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Substantial
Passenger Injuries:	1 Serious, 4 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Serious, 4 Minor	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	JAMES MICHELANGELO	Report Date:	03/29/1991
Additional Participating Persons:	; ANCHORAGE, 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/ .		

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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](#).