



National Transportation Safety Board Aviation Accident Final Report

Location:	KETCHIKAN, AK	Accident Number:	SEA91FA216
Date & Time:	08/20/1991, 1315 AKD	Registration:	N68HA
Aircraft:	PILATUS BRITTEN-NORMAN BN-2A-26 ISLANDER	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	4 Fatal
Flight Conducted Under:	Part 135: Air Taxi & Commuter - Scheduled		

Analysis

APPROXIMATELY 3/4 OF AN HOUR AFTER DEPARTING FOR WRANGELL, ALASKA, THE PILOT OF THE REGULARLY SCHEDULED COMMUTER FLIGHT CONTACTED COMPANY DISPATCH APPROXIMATELY 30 MILES FROM KETCHIKAN, AND REPORTED THAT HE WAS RETURNING DUE TO WEATHER. SHORTLY THEREAFTER, THE PILOT COMMUNICATED WITH ANOTHER COMPANY PILOT FLYING IN THE SAME VICINITY AND BOTH PILOTS DESCRIBED THE WEATHER AT THEIR RESPECTIVE LOCATIONS AS 'MARGINAL'. WEATHER CONDITIONS AT THE KETCHIKAN INTERNATIONAL AIRPORT (18 NAUTICAL MILES FROM THE CRASH SITE) AT THE TIME OF THE ACCIDENT WERE CHARACTERIZED BY LOW CEILINGS, MULTIPLE CLOUD LAYERS AND REDUCED (3 MILE) VISIBILITIES WITH LIGHT RAIN. THE AIRCRAFT COLLIDED WITH TREES/RISING TERRAIN AT 800 FEET MSL WHILE IN A NEAR LEVEL FLIGHT PATH HEADED EAST SOUTHEAST. RIGHT WINGTIP IMPACT SIGNATURES INDICATED A VERY SHALLOW RIGHT WING DOWN/NOSE UP ATTITUDE AT THE INITIAL TREE IMPACTS.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT'S ATTEMPTING TO OPERATE VFR IN INSTRUMENT METEOROLOGICAL CONDITIONS. FACTORS CONTRIBUTING TO THE ACCIDENT WERE UPSLOPING TERRAIN IN THE AIRCRAFT'S FLIGHT PATH AS WELL AS WEATHER CONDITIONS RESULTING IN AN OBSCURATION OF THE TERRAIN.

Findings

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

Findings

1. (F) TERRAIN CONDITION - RISING
2. (F) WEATHER CONDITION - OBSCURATION
3. (C) VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. WEATHER CONDITION - RAIN
6. OBJECT - TREE(S)

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	47, Male
Airplane Rating(s):	Multi-engine Land; 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):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	02/14/1991
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	5107 hours (Total, all aircraft), 740 hours (Total, this make and model), 4876 hours (Pilot In Command, all aircraft), 285 hours (Last 90 days, all aircraft), 69 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PILATUS BRITTEN-NORMAN	Registration:	N68HA
Model/Series:	BN-2A-26 ISLANDER BN-2A-26 I	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	2009
Landing Gear Type:	Tricycle	Seats:	10
Date/Type of Last Inspection:	08/13/1991, 100 Hour	Certified Max Gross Wt.:	6200 lbs
Time Since Last Inspection:	34 Hours	Engines:	2 Reciprocating
Airframe Total Time:	16395 Hours	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	O-540-E4C5
Registered Owner:	TEMSCO HELICOPTERS, INC.	Rated Power:	260 hp
Operator:	TEMSCO HELICOPTERS, INC.	Operating Certificate(s) Held:	Commuter Air Carrier (135)
Operator Does Business As:	TEMSCO AIRLINES	Operator Designator Code:	HXSA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Day
Observation Facility, Elevation:	KTN, 88 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	1255 ADT	Direction from Accident Site:	106°
Lowest Cloud Condition:	Scattered / 500 ft agl	Visibility	6 Miles
Lowest Ceiling:	Overcast / 1200 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	11 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	14° C / 13° C
Precipitation and Obscuration:			
Departure Point:	KETCHIKAN, AK (KTN)	Type of Flight Plan Filed:	VFR
Destination:	WRANGELL, AK (WRG)	Type of Clearance:	VFR
Departure Time:	1225 ADT	Type of Airspace:	Class G

Airport Information

Airport:	KETCHIKAN INTNL (KTN)	Runway Surface Type:	N/A
Airport Elevation:		Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:	3 Fatal	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	On-Ground
Total Injuries:	4 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Steven A McCreary	Report Date:	09/28/1992
Additional Participating Persons:	TIMOTHY R GOHEEN; KETCHIKAN, AK ROBERT W KOLVIG; JUNEAU, AK NED T HORNE; 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/ .		

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