



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	TAU, American Samoa	<b>Accident Number:</b>	LAX88LA226
<b>Date &amp; Time:</b>	06/17/1988, 1036 HST	<b>Registration:</b>	N202RH
<b>Aircraft:</b>	de Havilland DHC-6-100	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>		<b>Injuries:</b>	1 Serious, 15 Minor
<b>Flight Conducted Under:</b>	Part 135: Air Taxi & Commuter - Non-scheduled		

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## Analysis

THE CAPTAIN, WHO WAS FLYING THE TWIN OTTER FROM THE RIGHT SEAT, ENTERED A RIGHT HAND TRAFFIC PATTERN FOR LANDING. A LEFT QUARTERING, 15 KNOT HEADWIND, WAS GUSTING ACROSS THE AIRPORT. UPON TURNING TO THE FINAL APPROACH THE CAPTAIN REDUCED THE AIRCRAFT'S ENGINE POWER TO THE LOW SPEED RANGE FOR THE VISUAL APPROACH. AS THE AIRCRAFT NEARED THE RUNWAY THE RATE OF DESCENT ACCELERATED. THE CAPTAIN'S APPLICATION OF FULL ENGINE POWER FAILED TO ARREST THE AIRCRAFT'S RATE OF DESCENT AND THE AIRCRAFT IMPACTED THE GROUND SHORT OF THE RUNWAY.

## Probable Cause and Findings

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

### Findings

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Occurrence #1: UNDERSHOOT  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

#### Findings

1. (C) PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
2. (F) WEATHER CONDITION - TURBULENCE
3. (F) WEATHER CONDITION - GUSTS
4. (C) POWERPLANT CONTROLS - DELAYED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Multi-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--w/ waivers/lim.	<b>Last Medical Exam:</b>	03/01/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	19455 hours (Total, all aircraft), 3393 hours (Total, this make and model), 14724 hours (Pilot In Command, all aircraft), 305 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Manufacturer:</b>	de Havilland	<b>Registration:</b>	N202RH
<b>Model/Series:</b>	DHC-6-100 DHC-6-100	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	68
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	16
<b>Date/Type of Last Inspection:</b>	Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	12300 lbs
<b>Time Since Last Inspection:</b>	80 Hours	<b>Engines:</b>	2 Turbo Prop
<b>Airframe Total Time:</b>	18403 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	PT6A-20
<b>Registered Owner:</b>	JACK WALL ACFT SALES, INC	<b>Rated Power:</b>	579 hp
<b>Operator:</b>	SOMOA AVIATION	<b>Air Carrier Operating Certificate:</b>	On-demand Air Taxi (135)

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Observation Time:	0000
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	27° C / 24° C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	15 knots/ 18 knots, 140°	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	PAGO PAGO, OF (PPG)	Type of Flight Plan Filed:	VFR
Destination:		Type of Clearance:	VFR
Departure Time:	0945	Type of Airspace:	Class G

## Airport Information

Airport:	TAU (H136)	Runway Surface Type:	Dirt; Gravel
Airport Elevation:	185 ft	Runway Surface Condition:	Dry
Runway Used:	17	IFR Approach:	None
Runway Length/Width:	2200 ft	VFR Approach/Landing:	Full Stop; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 Minor	Aircraft Damage:	Destroyed
Passenger Injuries:	1 Serious, 13 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Serious, 15 Minor	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	JIM A WALL	Adopted Date:	01/24/1990
Additional Participating Persons:	JAMES A MARTIN, JR.; HONOLULU, HI		
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 <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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