



# National Transportation Safety Board Aviation Accident Final Report

---

|                                |   |                         |            |
|--------------------------------|---|-------------------------|------------|
| <b>Location:</b>               | KETCHIKAN, AK                                 | <b>Accident Number:</b> | SEA89FA036 |
| <b>Date &amp; Time:</b>        | 01/15/1989, 0810 AST                          | <b>Registration:</b>    | N11250     |
| <b>Aircraft:</b>               | de Havilland DHC-3                            | <b>Aircraft Damage:</b> | Destroyed  |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 2 Fatal    |
| <b>Flight Conducted Under:</b> | 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

|                                  |   |  |            |
|----------------------------------|---|--|------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 22, Male   |
| <b>Airplane Rating(s):</b>       | Single-engine Land; Single-engine Sea   | <b>Seat Occupied:</b>                    | Left       |
| <b>Other Aircraft Rating(s):</b> | None  | <b>Restraint Used:</b>                   |            |
| <b>Instrument Rating(s):</b>     | Airplane  | <b>Second Pilot Present:</b>             | No         |
| <b>Instructor Rating(s):</b>     | None  | <b>Toxicology Performed:</b>             | No         |
| <b>Medical Certification:</b>    | Class 2 Valid Medical--no waivers/lim.  | <b>Last Medical Exam:</b>                | 03/10/1988 |
| <b>Occupational Pilot:</b>       |   | <b>Last Flight Review or Equivalent:</b> |            |
| <b>Flight Time:</b>              | 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

|                                      |                          |   |  |
|--------------------------------------|--------------------------|---|--|
| <b>Aircraft Manufacturer:</b>        | de Havilland             | <b>Registration:</b>                      | N11250   |
| <b>Model/Series:</b>                 | DHC-3 DHC-3              | <b>Aircraft Category:</b>                 | Airplane   |
| <b>Year of Manufacture:</b>          |                          | <b>Amateur Built:</b>                     | No   |
| <b>Airworthiness Certificate:</b>    | Normal                   | <b>Serial Number:</b>                     | 171  |
| <b>Landing Gear Type:</b>            | Float                    | <b>Seats:</b>                             | 11   |
| <b>Date/Type of Last Inspection:</b> | 11/23/1988, 100 Hour     | <b>Certified Max Gross Wt.:</b>           | 7967 lbs   |
| <b>Time Since Last Inspection:</b>   | 62 Hours                 | <b>Engines:</b>                           | 1 Reciprocating                                      |
| <b>Airframe Total Time:</b>          | 10366 Hours              | <b>Engine Manufacturer:</b>               | P&W  |
| <b>ELT:</b>                          | Installed, not activated | <b>Engine Model/Series:</b>               | R-1340-59  |
| <b>Registered Owner:</b>             | TEMSCO HELICOPTERS, INC. | <b>Rated Power:</b>                       | 600 hp   |
| <b>Operator:</b>                     | TEMSCO HELICOPTERS, INC. | <b>Air Carrier Operating Certificate:</b> | 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          | Observation Time:             | 0817 AST     |
| Distance from Accident Site:     | 1 Nautical Miles        | Direction from Accident Site: | 110°         |
| Lowest Cloud Condition:          | Scattered / 1800 ft agl | Temperature/Dew Point:        | 1° C / -1° C |
| Lowest Ceiling:                  | Broken / 3200 ft agl    | Visibility                    | 75 Miles     |
| Wind Speed/Gusts, Direction:     | 7 knots, 340°           | Visibility (RVR):             | 0 ft         |
| Altimeter Setting:               | 29 inches Hg            | Visibility (RVV):             | 0 Miles      |
| 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  | Adopted Date: | 09/28/1990 |
| Additional Participating Persons: | TOM SCHILLING; JUNEAU, AK<br>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 <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> . |               |            |

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.