

NATIONAL TRANSPORTATION SAFETY BOARD

Vehicle Recorder Division
Washington, D.C. 20594

March 13, 2017

Cockpit Displays – Recorded Flight Data – Addendum 1

Specialist's Factual Report
by Bill Tuccio, Ph.D.

1. EVENT

Location: Ketchikan, Alaska
Date: June 25, 2015
Aircraft: de Havilland DHC-3
Registration: N270PA
Operator: Promech Air, Inc.
NTSB Number: ANC15MA041

On June 25, 2015, about 1215 Alaska daylight time (AKDT), a single-engine, turbine-powered, float-equipped de Havilland DHC-3 (Otter) airplane, N270PA, sustained substantial damage when it impacted mountainous tree-covered terrain, about 24 miles northeast of Ketchikan, Alaska. The airplane was being operated under the provisions of 14 *Code of Federal Regulations* Part 135, as an on-demand visual flight rules (VFR) sightseeing flight when the accident occurred. The airplane was owned by Pantechnicon Aviation, of Minden, Nevada, and operated by Promech Air, Inc., of Ketchikan. The commercial pilot and eight passengers were fatally injured. Marginal visual meteorological conditions were reported in the area at the time of the accident. The flight departed a floating dock located in Rudyerd Bay about 44 miles northeast of Ketchikan about 1200 for a tour through Misty Fjords National Monument Wilderness. A company VFR flight plan was in effect. At the time of the accident, the flight was returning to the operator's base at the Ketchikan Harbor Seaplane Base, Ketchikan.

2. PURPOSE OF ADDENDUM

This Addendum 1 to the Cockpit Displays – Recorded Flight Data Specialist's Factual Report adds a parameter to correct the indicated altitude.

2.1. Methodology

The Chelton IDU recorded the airplane's indicated altitude based on an altimeter setting of 29.56 inches of mercury. The reported altimeter setting for the area of the flight was 29.91 inches of mercury; consequently, the recorded altitudes are approximately 330 ft lower than what they would have been based on the reported altimeter setting.

2.2. Adjusted Altitude Data Description

This addendum provides three columns of information for the accident flight: (a) Chelton IDU UTC Time; (b) recorded indicated altitude; and (c) altitude adjusted by adding 330 ft to recorded indicated altitude.

Attachment 1 to this addendum contains tabular data provided in electronic comma separated value (*.csv) format.