



Aviation Investigation Final Report

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|--------------------------------|-----------------------------------------------|-------------------------|-------------|
| Location: | CAPE DOUGLAS, Alaska | Accident Number: | ANC85LAA05 |
| Date & Time: | September 11, 1985, 14:01 Local | Registration: | N11250 |
| Aircraft: | de Havilland DHC-3 | Aircraft Damage: | Substantial |
| Defining Event: | | Injuries: | 1 None |
| Flight Conducted Under: | Part 135: Air taxi & commuter - Non-scheduled | | |

Analysis

THE ACFT NOSED OVER DURING A FORCED LANDING ON A TUNDRA FOLLOWING A LOSS OF PWR. THE PLT REPORTED HE MADE A LOW PASS OVER A DOWNED ACFT ON A BEACH AND AS HE ADVANCED THE THROTTLE, A RAPID DECREASE IN PWR OCCURRED. THE ACFT AND ENG WERE NOT RECOVERED FROM THE TUNDRA FOR INSPECTION.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: LANDING

Findings

1. (C) REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: FORCED LANDING
Phase of Operation: DESCENT - EMERGENCY

Occurrence #3: NOSE OVER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

2. TERRAIN CONDITION - ROUGH/UNEVEN

Factual Information

Pilot Information

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|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|---------------|
| Certificate: | Airline transport; Commercial; Flight instructor | Age: | 35, Male |
| Airplane Rating(s): | Single-engine land; Multi-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | Glider | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | Airplane multi-engine; Airplane single-engine | Toxicology Performed: | No |
| Medical Certification: | Class 1 Valid Medical-w/ waivers/lim | Last FAA Medical Exam: | June 13, 1985 |
| Occupational Pilot: | Yes | Last Flight Review or Equivalent: | |
| Flight Time: | 8250 hours (Total, all aircraft), 120 hours (Total, this make and model), 8195 hours (Pilot In Command, all aircraft), 212 hours (Last 90 days, all aircraft), 6 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|--------------------------------------------------------|---------------------------------------|----------------------------|
| Aircraft Make: | de Havilland | Registration: | N11250 |
| Model/Series: | DHC-3 DHC-3 | Aircraft Category: | Airplane |
| Year of Manufacture: | | Amateur Built: | |
| Airworthiness Certificate: | Normal | Serial Number: | 171 |
| Landing Gear Type: | Tailwheel | Seats: | 1 |
| Date/Type of Last Inspection: | May 1, 1985 Annual | Certified Max Gross Wt.: | 8000 lbs |
| Time Since Last Inspection: | 45 Hrs | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | P&W |
| ELT: | Installed, activated, did not aid in locating accident | Engine Model/Series: | R1340-59 |
| Registered Owner: | BERING AIR, INC. | Rated Power: | 600 Horsepower |
| Operator: | | Operating Certificate(s) Held: | Commuter air carrier (135) |
| Operator Does Business As: | | Operator Designator Code: | FXTA |

Meteorological Information and Flight Plan

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|-----------------------------------------|----------------------------------|---------------------------------------------|-------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | Scattered | Visibility | 50 miles |
| Lowest Ceiling: | Unknown | Visibility (RVR): | |
| Wind Speed/Gusts: | 8 knots / 10 knots | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 180° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 29 inches Hg | Temperature/Dew Point: | 7°C / -18°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | | Type of Flight Plan Filed: | VFR |
| Destination: | | Type of Clearance: | VFR |
| Departure Time: | 00:00 Local | Type of Airspace: | Class G |

Airport Information

| | | | |
|-----------------------------|-------------|----------------------------------|----------------|
| Airport: | | Runway Surface Type: | |
| Airport Elevation: | 0 ft msl | Runway Surface Condition: | Wet |
| Runway Used: | 0 | IFR Approach: | None |
| Runway Length/Width: | 0 ft / 0 ft | VFR Approach/Landing: | Forced landing |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|-------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 None | Latitude, Longitude: | |

Administrative Information

Investigator In Charge (IIC): Younkins, Hugh

Additional Participating Persons:

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4577>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).