



Aviation Investigation Final Report

Location:	CHACKACHATNA RI, Alaska	Accident Number:	ANC87LA120
Date & Time:	August 9, 1987, 09:30 Local	Registration:	N31522
Aircraft:	de Havilland DHC-2	Aircraft Damage:	Substantial
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

THE PILOT STATED AFTER HE TOUCHED DOWN ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO STRIKE A LOG. THE AIRPLANE THEN WENT UP ON ITS NOSE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: LANDING - ROLL

Findings

1. (F) TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
2. (F) TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. (C) UNSUITABLE TERRAIN OR TAKEOFF/LANDING/TAXI AREA - SELECTED - PILOT IN COMMAND

Occurrence #2: NOSE DOWN
Phase of Operation: LANDING - ROLL

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight instructor	Age:	24, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	March 11, 1987
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5300 hours (Total, all aircraft), 1040 hours (Total, this make and model), 4970 hours (Pilot In Command, all aircraft), 295 hours (Last 90 days, all aircraft), 120 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N31522
Model/Series:	DHC-2 DHC-2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	535
Landing Gear Type:	Tailwheel	Seats:	6
Date/Type of Last Inspection:	July 10, 1987 100 hour	Certified Max Gross Wt.:	5100 lbs
Time Since Last Inspection:	22 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	10000 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	R-985-39B
Registered Owner:	CIVIL AIR PATROL	Rated Power:	450 Horsepower
Operator:	KENAI SQUADRON	Operating Certificate(s) Held:	None
Operator Does Business As:	CIVIL AIR PATROL	Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:	09:30 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	90 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	13°C / 4°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	KENAI , AK (ENA)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	11:30 Local	Type of Airspace:	Class G

Airport Information

Airport:		Runway Surface Type:	Gravel
Airport Elevation:	0 ft msl	Runway Surface Condition:	Rough
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date: July 5, 1988

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=4887>

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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](#).