



Aviation Investigation Final Report

Location:	HOMER, Alaska	Accident Number:	ANC89LA021
Date & Time:	December 4, 1988, 08:35 Local	Registration:	N525EH
Aircraft:	de Havilland DHC-6	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None
Flight Conducted Under:	Part 135: Air taxi & commuter - Scheduled		

Analysis

AFTER LANDING, THE PLT WAS ADVISED TO TAXI TO THE RAMP VIA THE SOUTH TAXIWAY, SINCE THIS WAS THE ONLY TAXIWAY THAT HAD BEEN SNOW PLOWED. ONLY ABOUT A 12 FT WIDTH OF THE 80 FT WIDE TAXIWAY HAD BEEN PLOWED. THE CLEARED PORTION WAS ON THE OUTER EDGE OF THE TAXIWAY, NEXT TO A PERIMETER FENCE. AS THE PLT WAS TAXIING, HIS VISION WAS RESTRICTED BY DARKNESS & BLOWING SNOW. SUBSEQUENTLY, THE RIGHT WING OF THE ACFT STRUCK A FENCE POST WHERE THE PERIMETER FENCE ROSE IN ELEVATION.

Probable Cause and Findings

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

Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - FROM LANDING

Findings

1. (F) LIGHT CONDITION - DARK NIGHT
2. (F) WEATHER CONDITION - UNFAVORABLE WIND
3. (F) WEATHER CONDITION - SNOW

4. (F) OBJECT - FENCE
5. (C) CLEARANCE - MISJUDGED - PILOT IN COMMAND

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	33, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim	Last FAA Medical Exam:	November 15, 1988
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	5800 hours (Total, all aircraft), 2700 hours (Total, this make and model), 4850 hours (Pilot In Command, all aircraft), 260 hours (Last 90 days, all aircraft), 85 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	de Havilland	Registration:	N525EH
Model/Series:	DHC-6 DHC-6	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	25
Landing Gear Type:	Tricycle	Seats:	17
Date/Type of Last Inspection:	November 21, 1988 AAIP	Certified Max Gross Wt.:	11579 lbs
Time Since Last Inspection:	96 Hrs	Engines:	2 Turbo prop
Airframe Total Time:	19343 Hrs	Engine Manufacturer:	P&W
ELT:	Installed, not activated	Engine Model/Series:	PT6A-20
Registered Owner:	ERA AVIATION, INC.	Rated Power:	550 Horsepower
Operator:	ERA AVIATION	Operating Certificate(s) Held:	Commuter air carrier (135)
Operator Does Business As:	ERA HELICOPTERS, INC.	Operator Designator Code:	ERAA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	HOM ,78 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	00:30 Local	Direction from Accident Site:	360°
Lowest Cloud Condition:	Unknown	Visibility	1 miles
Lowest Ceiling:	500 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-9°C / -11°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	ANCHORAGE , AK (ANC)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	07:30 Local	Type of Airspace:	

Airport Information

Airport:	HOMER HOM	Runway Surface Type:	Asphalt
Airport Elevation:	78 ft msl	Runway Surface Condition:	Snow
Runway Used:	21	IFR Approach:	
Runway Length/Width:	7401 ft / 150 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	59.399398,-151.319793(est)

Administrative Information

Investigator In Charge (IIC): Michelangelo, James

Additional Participating Persons:

Original Publish Date: September 19, 1989

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.ntsb.gov/Docket?ProjectID=5150>

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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](#).