



# Aviation Investigation Final Report

|                                |   |                         |                    |
|--------------------------------|---|-------------------------|--------------------|
| <b>Location:</b>               | TWO MOON BAY, Alaska                      | <b>Accident Number:</b> | ANC91LA021         |
| <b>Date &amp; Time:</b>        | January 18, 1991, 11:30 Local             | <b>Registration:</b>    | N4294K             |
| <b>Aircraft:</b>               | DE HAVILLAND DHC-2                        | <b>Aircraft Damage:</b> | Substantial        |
| <b>Defining Event:</b>         |   | <b>Injuries:</b>        | 2 Serious, 2 Minor |
| <b>Flight Conducted Under:</b> | Part 135: Air taxi & commuter - Scheduled |                         |                    |

## Analysis

THE PILOT STATED HE STARTED A TURN TO THE RIGHT, LOST CONTROL OF THE AIRPLANE, STALLED, AND CRASHED INTO THE SIDE OF THE MOUNTAIN.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE PILOT-IN-COMMAND'S FAILURE TO MAINTAIN AIRSPEED ABOVE A STALL WHILE MANEUVERING IN MOUNTAINOUS TERRAIN.

### Findings

Occurrence #1: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: MANEUVERING

#### Findings

1. (C) AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: DESCENT - UNCONTROLLED

#### Findings

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY



## Factual Information

### Pilot Information

|                                  |   |  |              |
|----------------------------------|---|--|--------------|
| <b>Certificate:</b>              | Commercial  | <b>Age:</b>                              | 51, Male     |
| <b>Airplane Rating(s):</b>       | Single-engine land; Single-engine sea; Multi-engine land  | <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--w/ waivers/lim   | <b>Last FAA Medical Exam:</b>            | June 8, 1990 |
| <b>Occupational Pilot:</b>       | Yes   | <b>Last Flight Review or Equivalent:</b> |              |
| <b>Flight Time:</b>              | 5300 hours (Total, all aircraft), 620 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 150 hours (Last 90 days, all aircraft), 50 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) |  |              |

## Aircraft and Owner/Operator Information

|                                      |  |                                       |                            |
|--------------------------------------|--|---------------------------------------|----------------------------|
| <b>Aircraft Make:</b>                | DE HAVILLAND                                     | <b>Registration:</b>                  | N4294K                     |
| <b>Model/Series:</b>                 | DHC-2 DHC-2                                      | <b>Aircraft Category:</b>             | Airplane                   |
| <b>Year of Manufacture:</b>          |  | <b>Amateur Built:</b>                 |                            |
| <b>Airworthiness Certificate:</b>    | Normal   | <b>Serial Number:</b>                 | 1546                       |
| <b>Landing Gear Type:</b>            | Float  | <b>Seats:</b>                         | 6                          |
| <b>Date/Type of Last Inspection:</b> | December 14, 1990 100 hour                       | <b>Certified Max Gross Wt.:</b>       | 5100 lbs                   |
| <b>Time Since Last Inspection:</b>   | 36 Hrs   | <b>Engines:</b>                       | 1 Reciprocating            |
| <b>Airframe Total Time:</b>          | 12477 Hrs  | <b>Engine Manufacturer:</b>           | P&W                        |
| <b>ELT:</b>                          | Installed, activated, aided in locating accident | <b>Engine Model/Series:</b>           | R-985                      |
| <b>Registered Owner:</b>             |  | <b>Rated Power:</b>                   | 450 Horsepower             |
| <b>Operator:</b>                     |  | <b>Operating Certificate(s) Held:</b> | Commuter air carrier (135) |
| <b>Operator Does Business As:</b>    | CHITNA AIR SERVICE                               | <b>Operator Designator Code:</b>      |                            |

## Meteorological Information and Flight Plan

|   |                      |   |             |
|---|----------------------|---|-------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)         | <b>Condition of Light:</b>                  | Day         |
| <b>Observation Facility, Elevation:</b> |                      | <b>Distance from Accident Site:</b>         |             |
| <b>Observation Time:</b>                |                      | <b>Direction from Accident Site:</b>        |             |
| <b>Lowest Cloud Condition:</b>          | Clear                | <b>Visibility</b>                           | 3 miles     |
| <b>Lowest Ceiling:</b>                  | None                 | <b>Visibility (RVR):</b>                    |             |
| <b>Wind Speed/Gusts:</b>                | 15 knots / 30 knots  | <b>Turbulence Type Forecast/Actual:</b>     | /           |
| <b>Wind Direction:</b>                  | 360°                 | <b>Turbulence Severity Forecast/Actual:</b> | /           |
| <b>Altimeter Setting:</b>               | 30 inches Hg         | <b>Temperature/Dew Point:</b>               | 1°C / -2°C  |
| <b>Precipitation and Obscuration:</b>   | N/A - Blowing - Snow |   |             |
| <b>Departure Point:</b>                 | CORDOVA , AK (CDV )  | <b>Type of Flight Plan Filed:</b>           | Company VFR |
| <b>Destination:</b>                     |                      | <b>Type of Clearance:</b>                   | None        |
| <b>Departure Time:</b>                  | 11:00 Local          | <b>Type of Airspace:</b>                    | Class G     |

## Airport Information

|                             |   |                                  |      |
|-----------------------------|---|----------------------------------|------|
| <b>Airport:</b>             |   | <b>Runway Surface Type:</b>      |      |
| <b>Airport Elevation:</b>   |   | <b>Runway Surface Condition:</b> |      |
| <b>Runway Used:</b>         | 0 | <b>IFR Approach:</b>             | None |
| <b>Runway Length/Width:</b> |   | <b>VFR Approach/Landing:</b>     | None |

## Wreckage and Impact Information

|                            |                    |                             |                            |
|----------------------------|--------------------|-----------------------------|----------------------------|
| <b>Crew Injuries:</b>      | 1 Serious          | <b>Aircraft Damage:</b>     | Substantial                |
| <b>Passenger Injuries:</b> | 1 Serious, 2 Minor | <b>Aircraft Fire:</b>       | None                       |
| <b>Ground Injuries:</b>    | N/A                | <b>Aircraft Explosion:</b>  | None                       |
| <b>Total Injuries:</b>     | 2 Serious, 2 Minor | <b>Latitude, Longitude:</b> | 60.789379,-145.610992(est) |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Michelangelo, James   |
| <b>Additional Participating Persons:</b> | SPENCER HILL; ANCHORAGE , AK  |
| <b>Original Publish Date:</b>            | July 13, 1993   |
| <b>Last Revision Date:</b>               |   |
| <b>Investigation Class:</b>              | <a href="#">Class</a>   |
| <b>Note:</b>                             |   |
| <b>Investigation Docket:</b>             | <a href="https://data.ntsb.gov/Docket?ProjectID=5514">https://data.ntsb.gov/Docket?ProjectID=5514</a> |

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